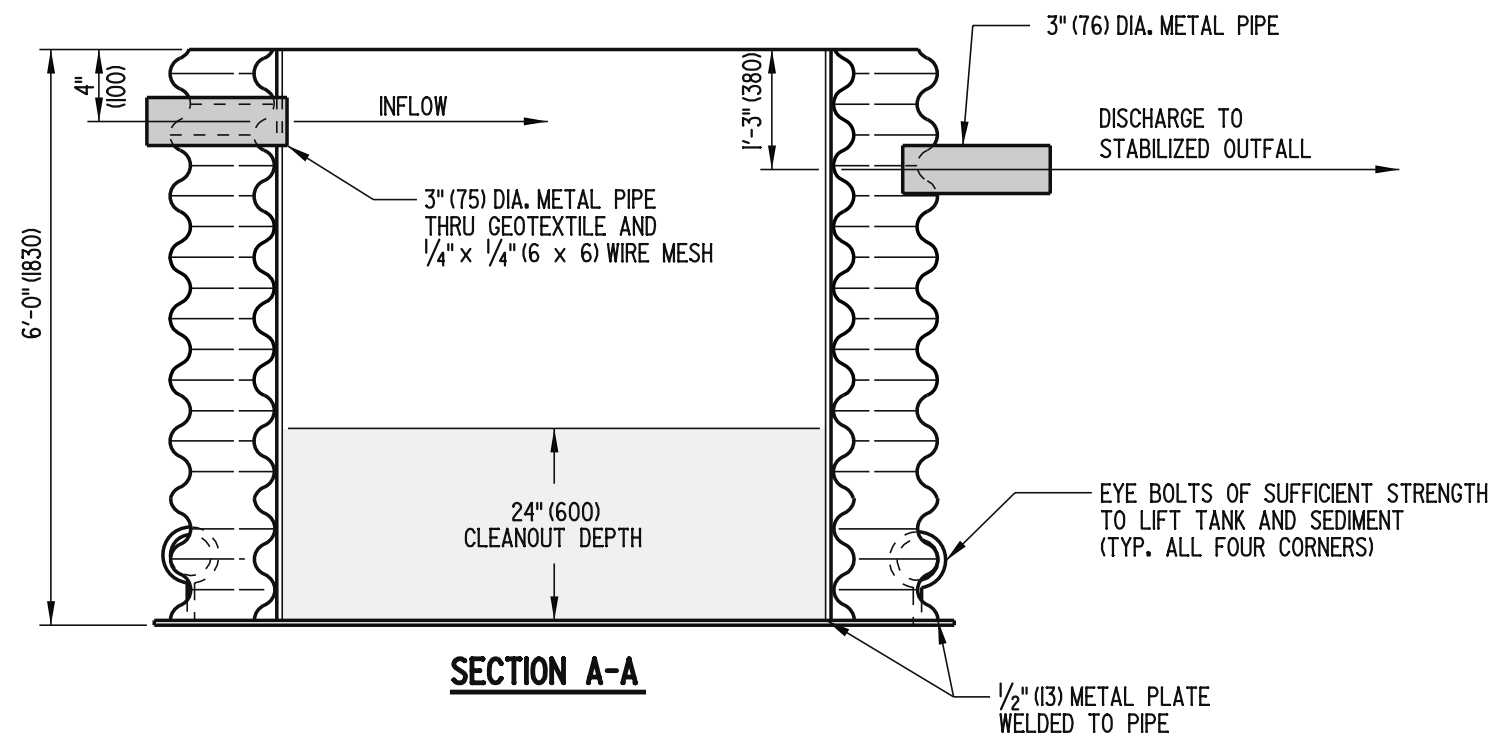
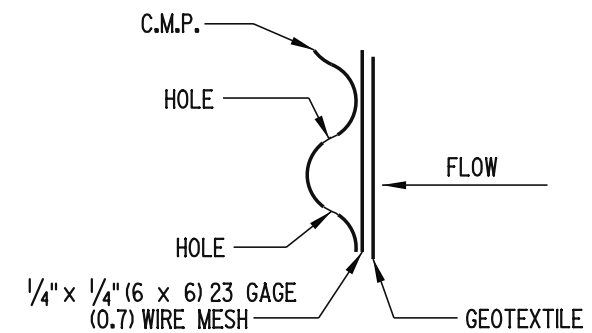


**PLAN**



**SECTION A-A**



**SECTION B-B**

- NOTES:**
- 1). THE PORTABLE SEDIMENT TANK SHOWN MAY BE USED IN SITES WHERE SPACE IS LIMITED TO CONSTRUCT A DEWATERING BASIN.
  - 2). THE MAXIMUM PUMP DISCHARGE INTO THIS TYPICAL PORTABLE SEDIMENT TANK SHALL BE 425 GALLONS PER MINUTE (26 LITERS PER SECOND). THE FILTER FABRIC SHALL BE REPLACED WHEN THE PORTABLE SEDIMENT TANK CAN NO LONGER ALLOW THIS FLOW RATE, WHEN THERE IS A TEAR, OR WHEN DIRECTED BY THE ENGINEER.
  - 3). SEVERAL UN-CONNECTED OR CONNECTED IN PARALLEL PORTABLE SEDIMENT TANKS MAY BE USED WHEN A HIGHER FLOW RATE IS NEEDED TO DE-WATER THE JOB.
  - 4). OTHER DESIGNS MAY BE USED PROVIDED THE HYDRAULIC DESIGN IS SUBMITTED TO AND APPROVED BY THE STORMWATER ENGINEER.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

PORTABLE SEDIMENT TANK

STANDARD NO.

E-24 (2005)

SHT. 1

OF 1

APPROVED

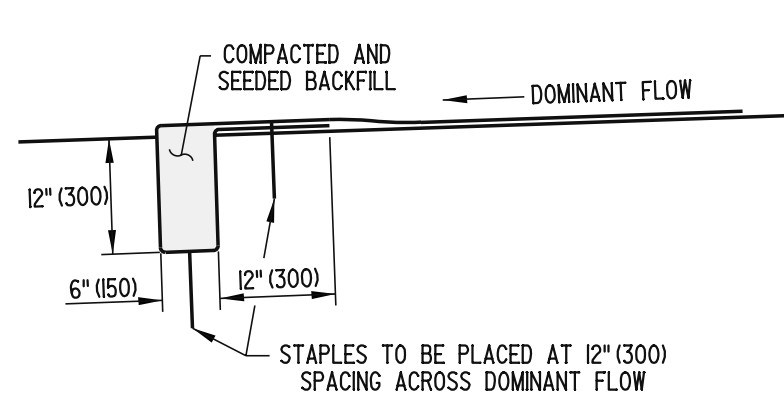
*Carolann Wick*  
CHIEF ENGINEER

12/5/05  
DATE

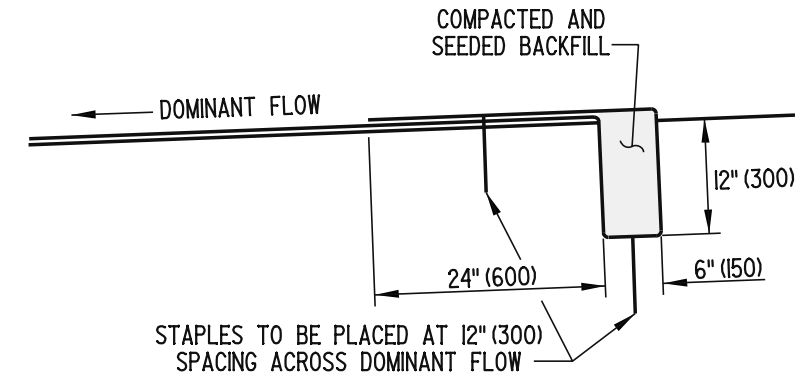
RECOMMENDED

*James M. O'Brien*  
DESIGN ENGINEER

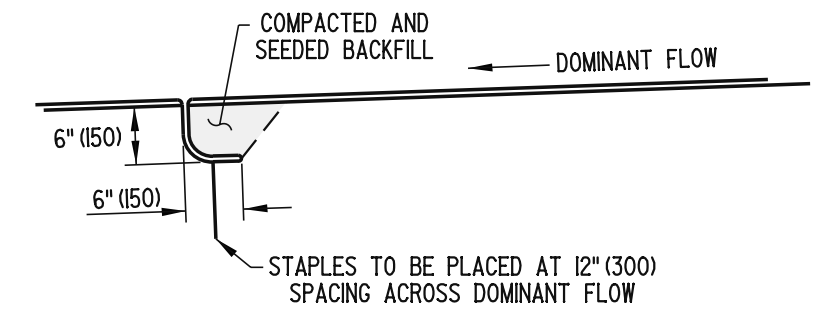
11/29/05  
DATE



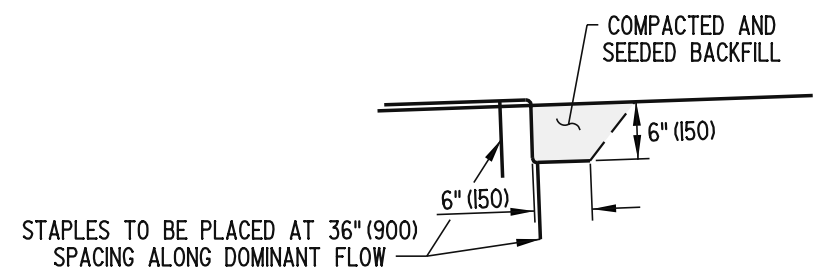
**INITIAL TRENCH ANCHOR DETAIL**  
APPLIED AT THE DOWNSTREAM END OF DITCH



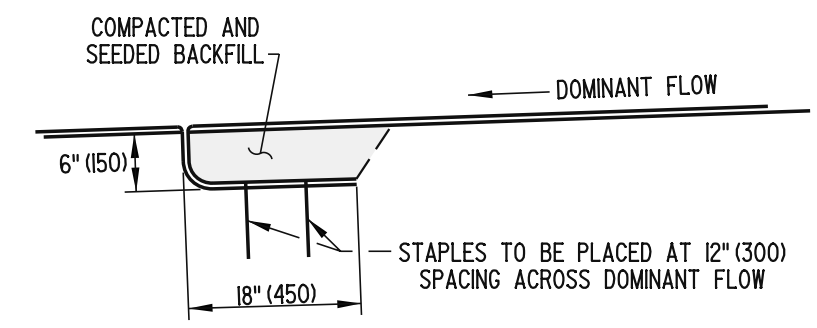
**TERMINAL TRENCH ANCHOR DETAIL**  
APPLIED AT THE UPSTREAM END OF DITCH



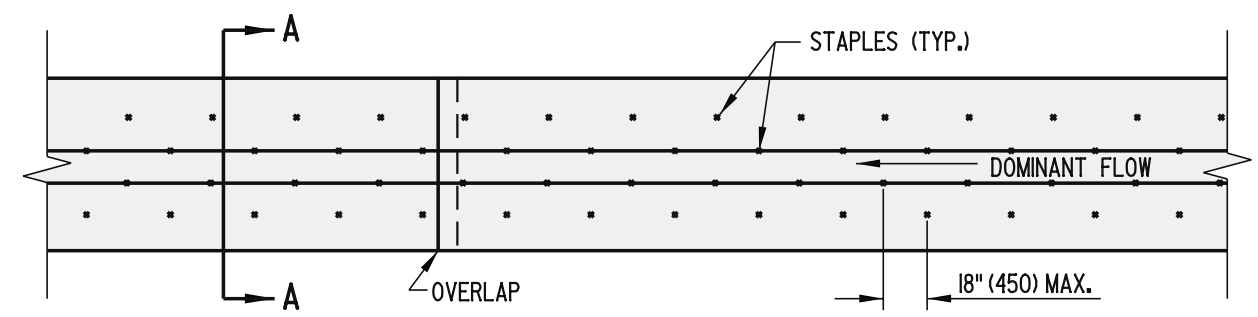
**CHECK SLOT DETAIL**  
(AS NEEDED PER PLANS)



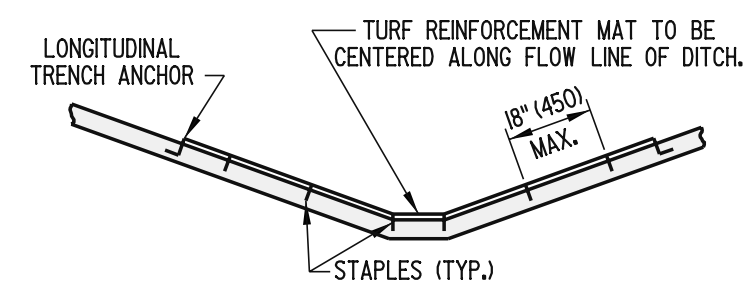
**LONGITUDINAL TRENCH ANCHOR DETAIL**



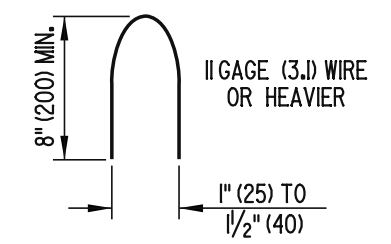
**OVERLAP DETAIL**



**STABILIZATION OF DITCHES  
PLAN**




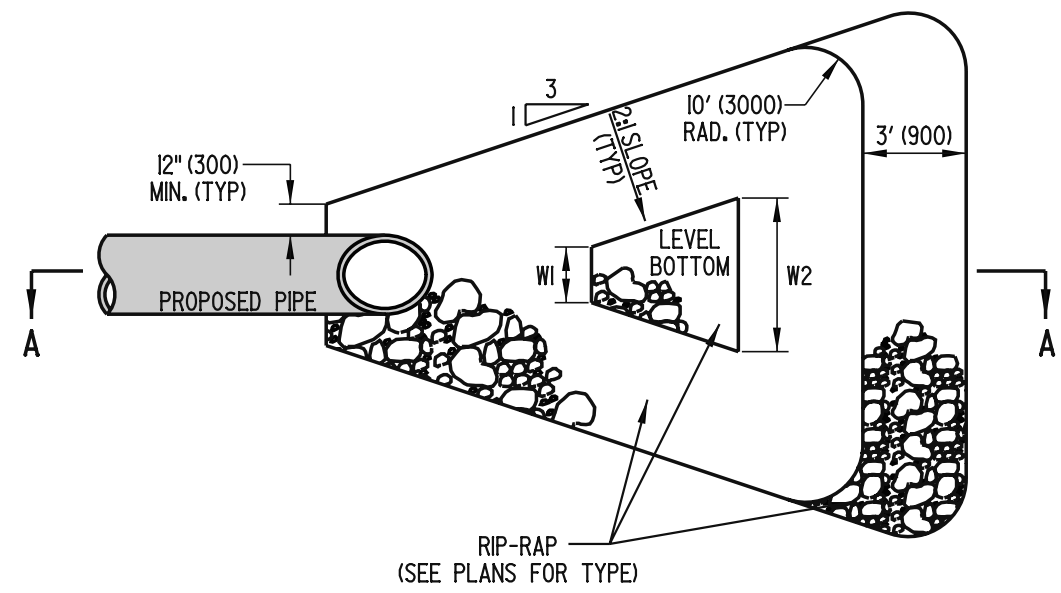
**STABILIZATION OF DITCHES  
SECTION A-A**



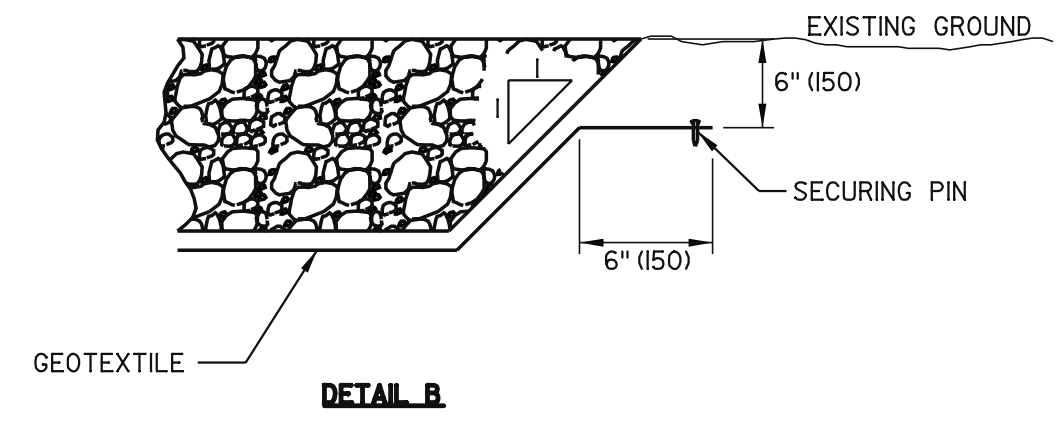
**STAPLE DETAIL**

- NOTES: 1. ADDITIONAL STAPLES NOT SHOWN ARE REQUIRED AT OVERLAPS, ENDS, CHECK SLOTS AND EDGES. SEE APPROPRIATE DETAILS FOR STAPLE PLACEMENT.  
2. STAPLES ARE TO BE STAGGERED.  
3. TOPSOIL UNDER TURF REINFORCEMENT MAT IS TO BE TRACKED AND SEEDED.

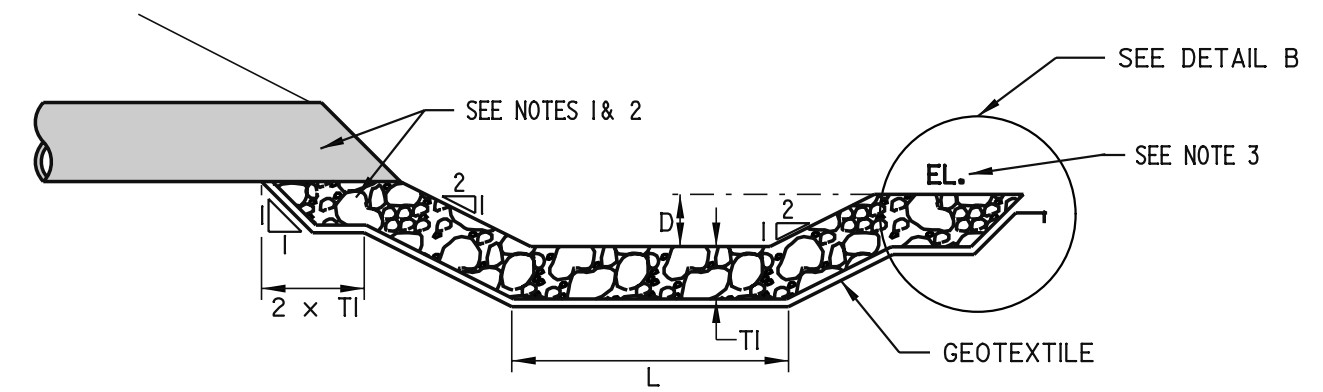
 <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b>	<b>TURF REINFORCEMENT MAT APPLICATIONS</b>			<b>APPROVED</b> <i>Carolann Wick</i> <b>12/5/05</b> CHIEF ENGINEER DATE	
	<b>STANDARD NO.</b> E-25 (2005)	<b>SHT.</b> 1	<b>OF</b> 1	<b>RECOMMENDED</b> <i>James M. O'Brien</i> <b>11/29/05</b> DESIGN ENGINEER DATE	



PLAN VIEW



DETAIL B



SECTION A-A

- NOTES:
1. RIPRAP IS TO BE PLACED PRIOR TO PLACING PIPE.
  2. PLACE DELAWARE NO. 3 STONE UNDER PIPE.
  3. ELEVATION (EL.) SHOULD NOT BE HIGHER THAN PIPE INVERT.
  4. REFER TO THE PIPE ENERGY DISSIPATOR SCHEDULE ON THE CONSTRUCTION PLANS FOR THE VALUE OF DIMENSION VARIABLES.



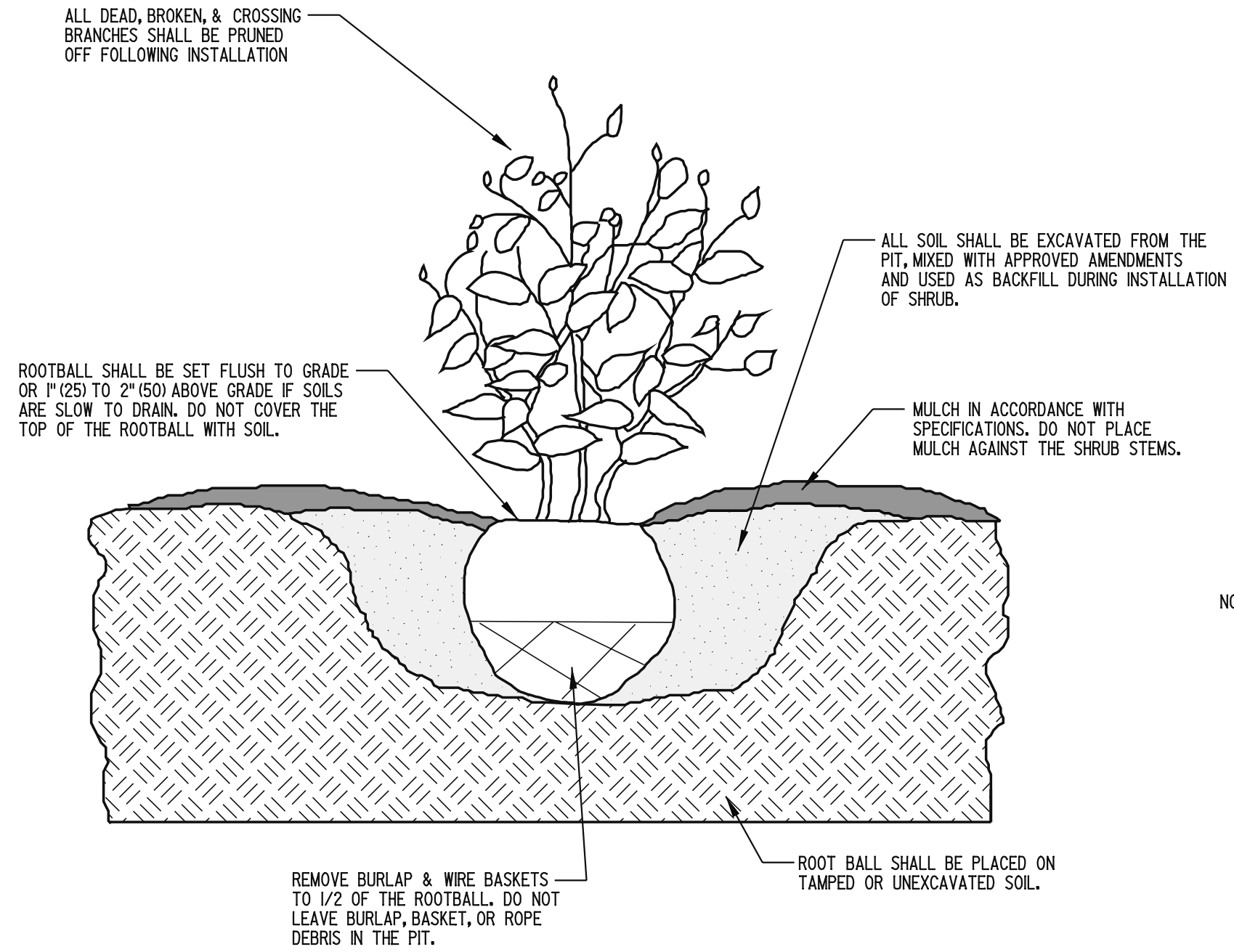
DELAWARE  
DEPARTMENT OF TRANSPORTATION

RIPRAP ENERGY DISSIPATOR DETAIL

STANDARD NO. E-26 (2006)




SHT. 1 OF 1

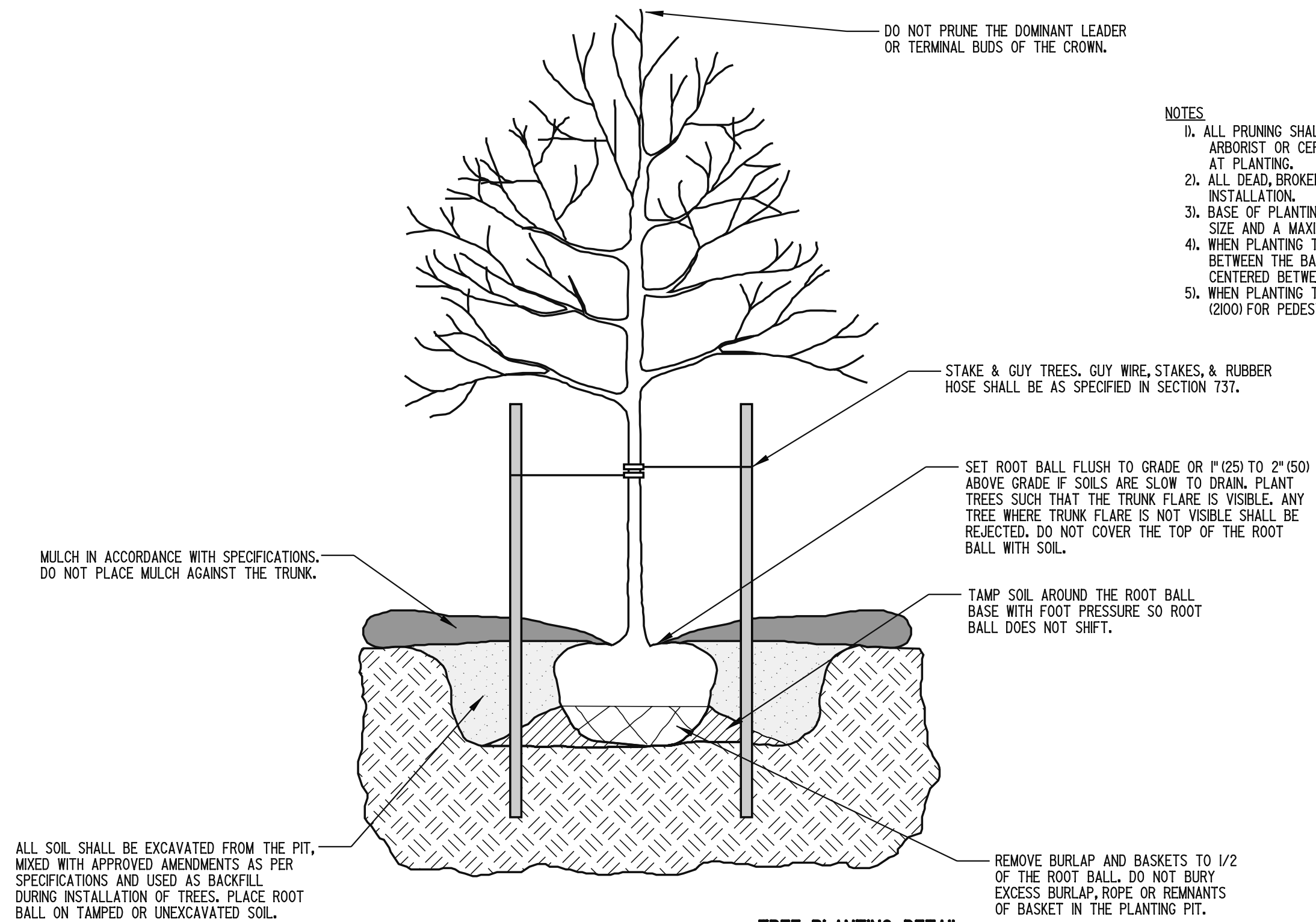
APPROVED *[Signature]* 10/10/06  
CHIEF ENGINEER DATE  
RECOMMENDED *[Signature]* 10/13/06  
DESIGN ENGINEER DATE



- NOTES:
- 1). BASE OF PLANTING PIT SHALL BE A MINIMUM WIDTH OF TWICE THE ROOT BALL SIZE AND A MAXIMUM OF THREE TIMES THE ROOT BALL SIZE.
  - 2). SHRUBS SHALL BE INSTALLED IN MASSES OF NO LESS THAN 3 PLANTS. A MINIMUM OF 6' (1800) WIDTH IS REQUIRED FROM THE BACK OF CURB TO THE EDGE OF SIDEWALK FOR INSTALLATION OF SHRUBS.
  - 3). ALL PRUNING SHALL BE DONE BY AN I.S.A. CERTIFIED ARBORIST, CERTIFIED NURSERY PROFESSIONAL, OR UNDER THE DIRECTION THEREOF. DO NOT HEAVILY PRUNE SHRUBS AT PLANTING.
  - 4). AUGERED HOLES SHALL BE HAND DUG TO FINAL WIDTH AND TO ELIMINATE GLAZING.
  - 5). ALL SHRUB MASSES SHALL BE MULCHED AS ONE CONTINUOUS BED.



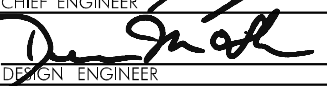
**ROADSIDE SHRUB PLANTING DETAIL**

 <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b>	<b>PLANTING DETAILS</b>			<b>APPROVED</b>  <b>10/10/06</b> <small>CHIEF ENGINEER DATE</small>
	<b>STANDARD NO.</b> L-1 (2006)	<b>SHT.</b> 1	<b>OF</b> 3	<b>RECOMMENDED</b>  <b>10/13/06</b> <small>DESIGN ENGINEER DATE</small>

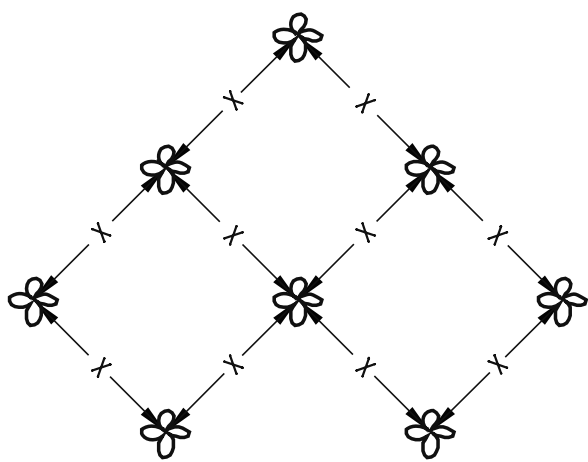


- NOTES**
- 1). ALL PRUNING SHALL BE DONE BY OR UNDER THE DIRECTION OF, AN I.S.A. CERTIFIED ARBORIST OR CERTIFIED NURSERY PROFESSIONAL. DO NOT HEAVILY PRUNE TREES AT PLANTING.
  - 2). ALL DEAD, BROKEN, & CROSSING BRANCHES SHALL BE PRUNED OFF FOLLOWING INSTALLATION.
  - 3). BASE OF PLANTING PIT SIZE SHALL BE A MINIMUM WIDTH OF TWICE THE ROOT BALL SIZE AND A MAXIMUM OF THREE TIMES THE ROOT BALL SIZE.
  - 4). WHEN PLANTING TREES ALONG STREETS, THERE MUST BE A MINIMUM OF 6' (1800) BETWEEN THE BACK OF CURB AND THE EDGE OF SIDEWALK AND SHALL BE CENTERED BETWEEN THE BACK OF CURB AND THE EDGE OF SIDEWALK.
  - 5). WHEN PLANTING TREES ALONG SIDEWALKS, THE TREE SHALL BE LIMBED TO 7' (2100) FOR PEDESTRIAN CLEARANCE.

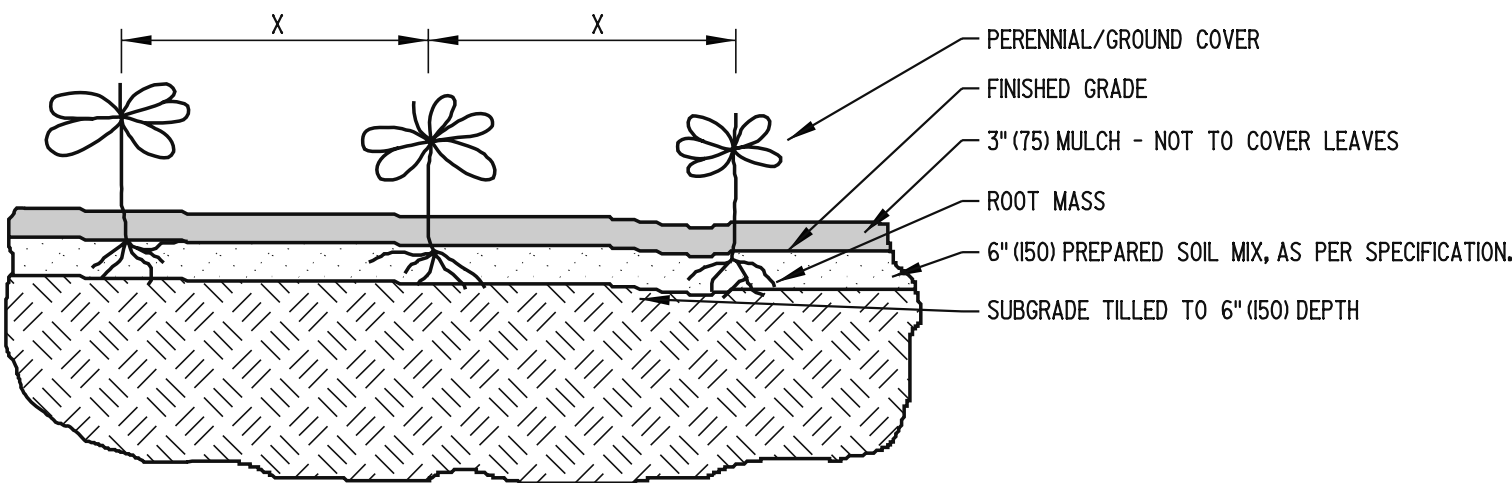
**TREE PLANTING DETAIL**

 <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b>	<b>PLANTING DETAILS</b>			<b>APPROVED</b>  <b>10/10/06</b> <small>CHIEF ENGINEER DATE</small>
	<b>STANDARD NO.</b> L-1 (2006)	<b>SHT.</b> 2	<b>OF</b> 3	<b>RECOMMENDED</b>  <b>10/13/06</b> <small>DESIGN ENGINEER DATE</small>

NOTE:  
1). SEE PLANT LIST FOR SPACING (X).






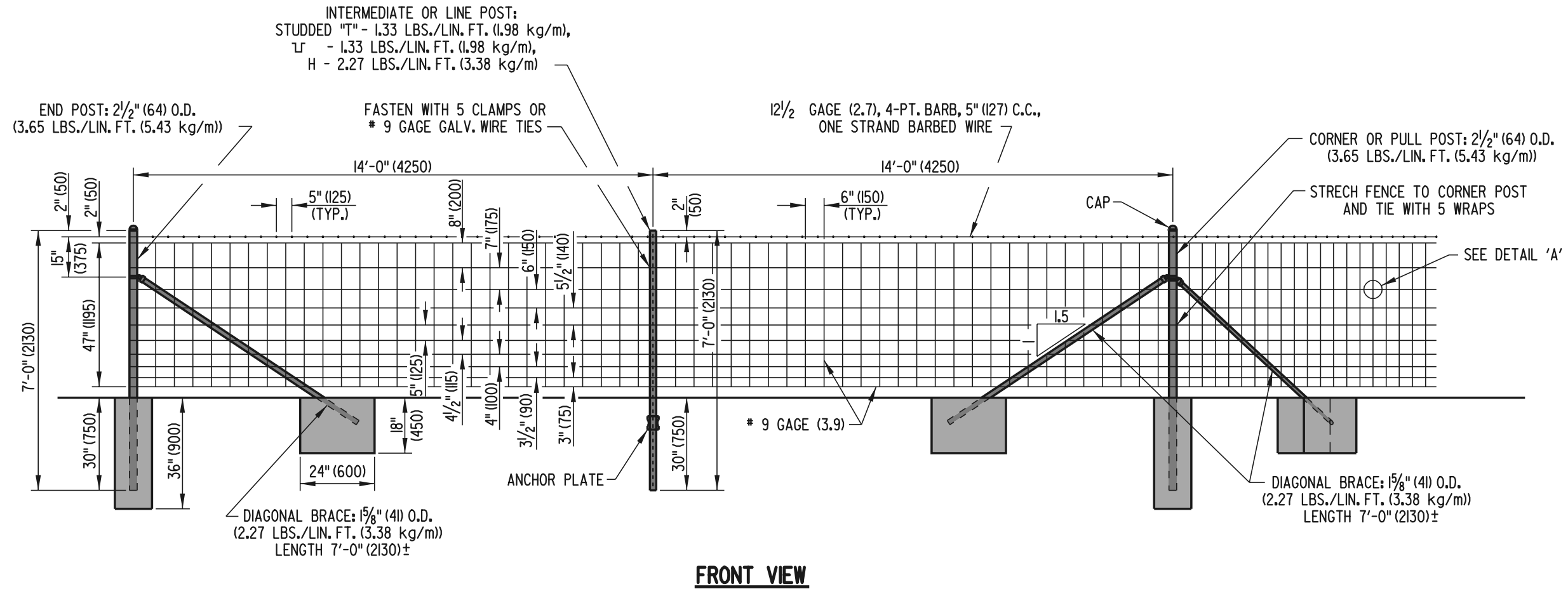
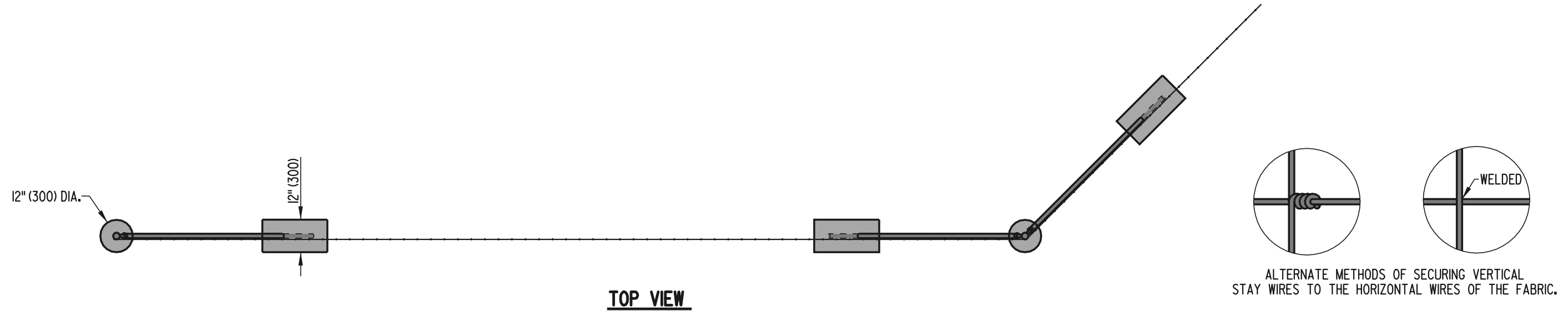
PLAN VIEW



SECTION VIEW

PERENNIAL/GROUNDCOVER PLANTING DETAIL

 DELAWARE DEPARTMENT OF TRANSPORTATION	PLANTING DETAILS			APPROVED  <u>10/10/06</u> CHIEF ENGINEER DATE
	STANDARD NO. L-1 (2006)	SHT. 3	OF 3	RECOMMENDED  <u>10/13/06</u> DESIGN ENGINEER DATE



DELAWARE  
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY FENCE

STANDARD NO.

M-1 (2001)

SHT. 1

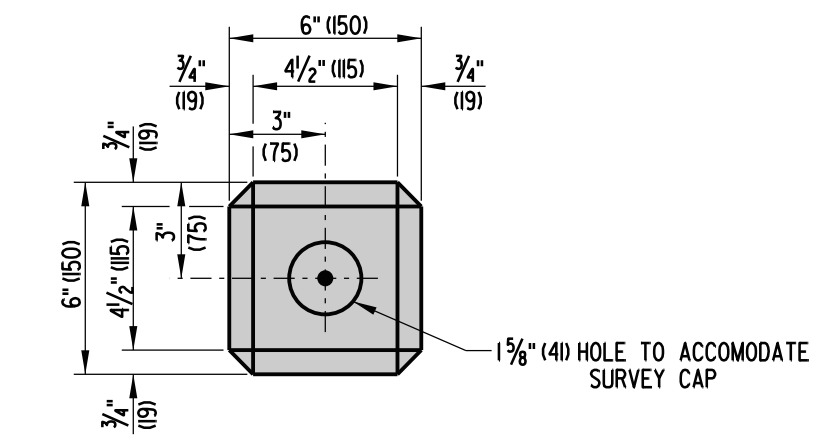
OF 1

APPROVED

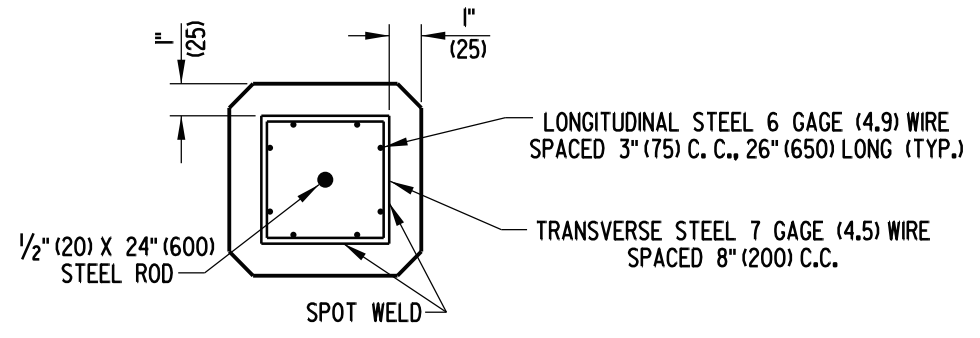
*Ryan M. Harkness*  
CHIEF ENGINEER  
DATE 6/18/01

RECOMMENDED

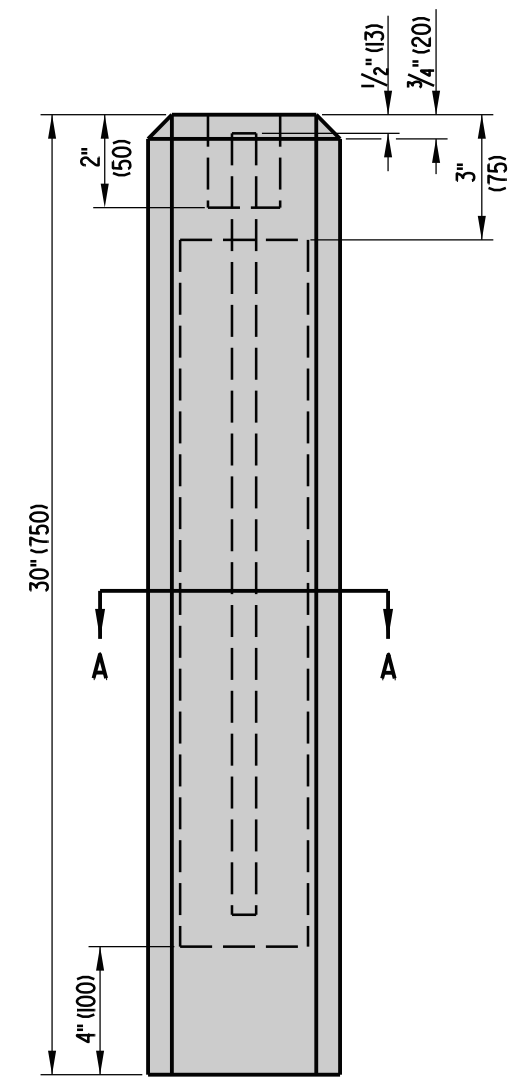
*Michael P. Gotsch*  
DESIGN ENGINEER  
DATE 6/18/01



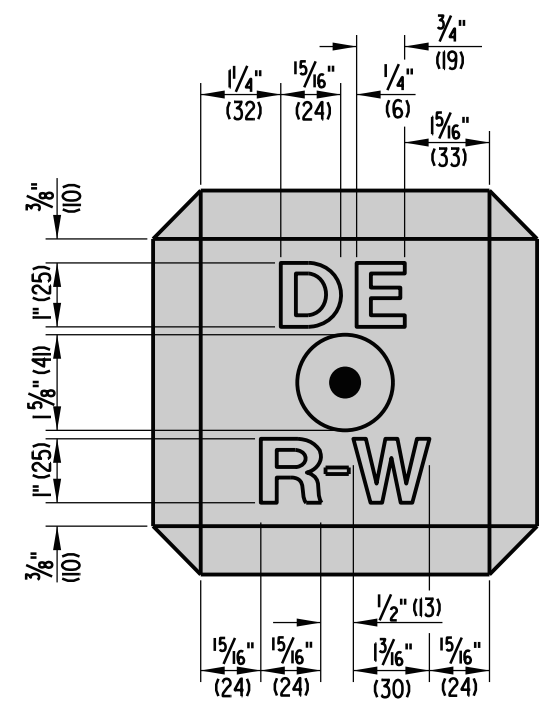
TOP



SECTION A-A






ELEVATION



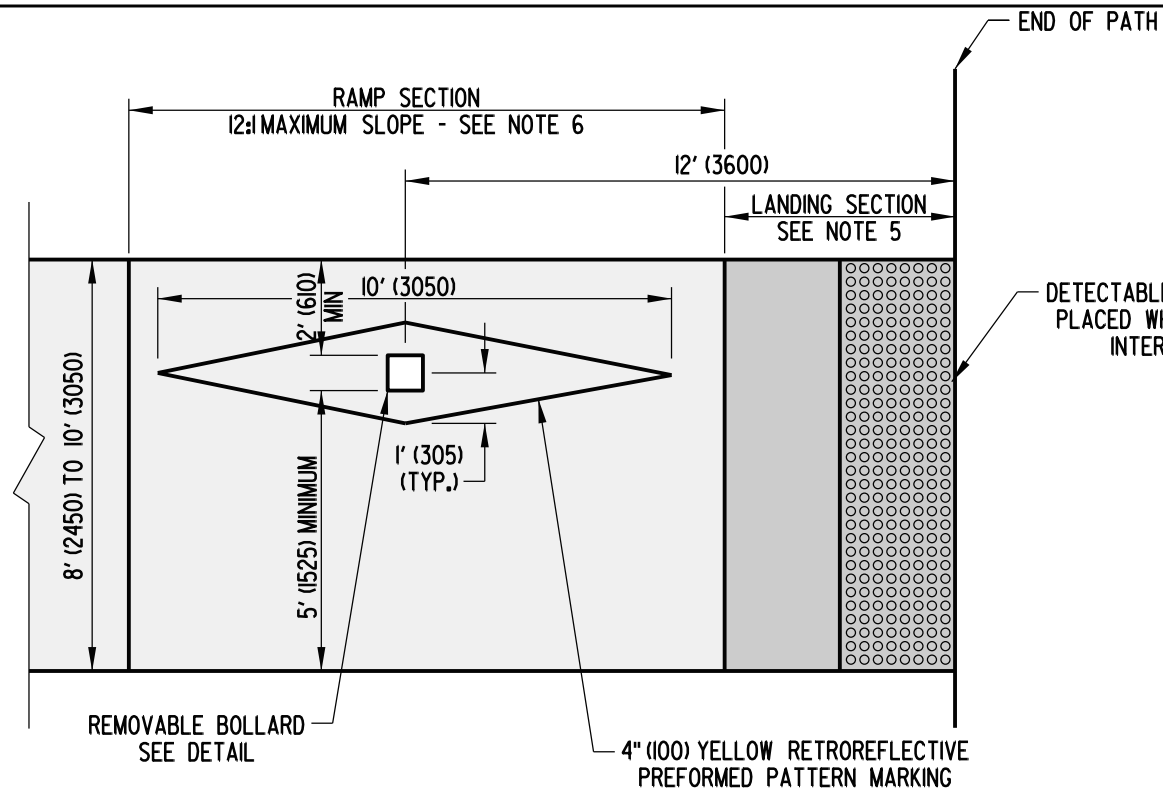
TOP DETAIL

NOTES : 1. LONGITUDINAL STEEL SHALL BE HELD IN PLACE BY CRADLES.  
2. LETTERS TO BE COUNTERSUNK IN TOP OF MARKER 1/4" (6).

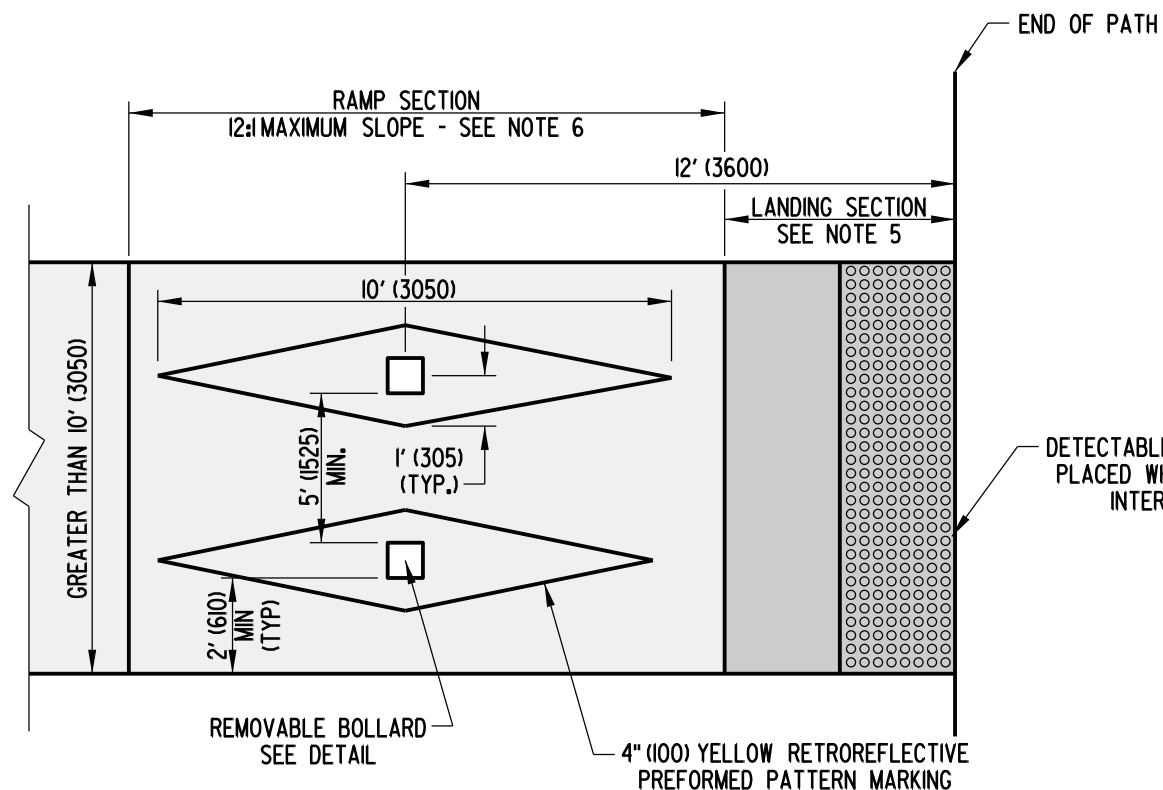
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	<b>STANDARD NO.</b> M-2 (2008)	<b>SHT.</b> 1	<b>OF</b> 1	<b>RECOMMENDED</b>  <b>11/17/08</b> DESIGN ENGINEER DATE



SCALE : N.T.S.

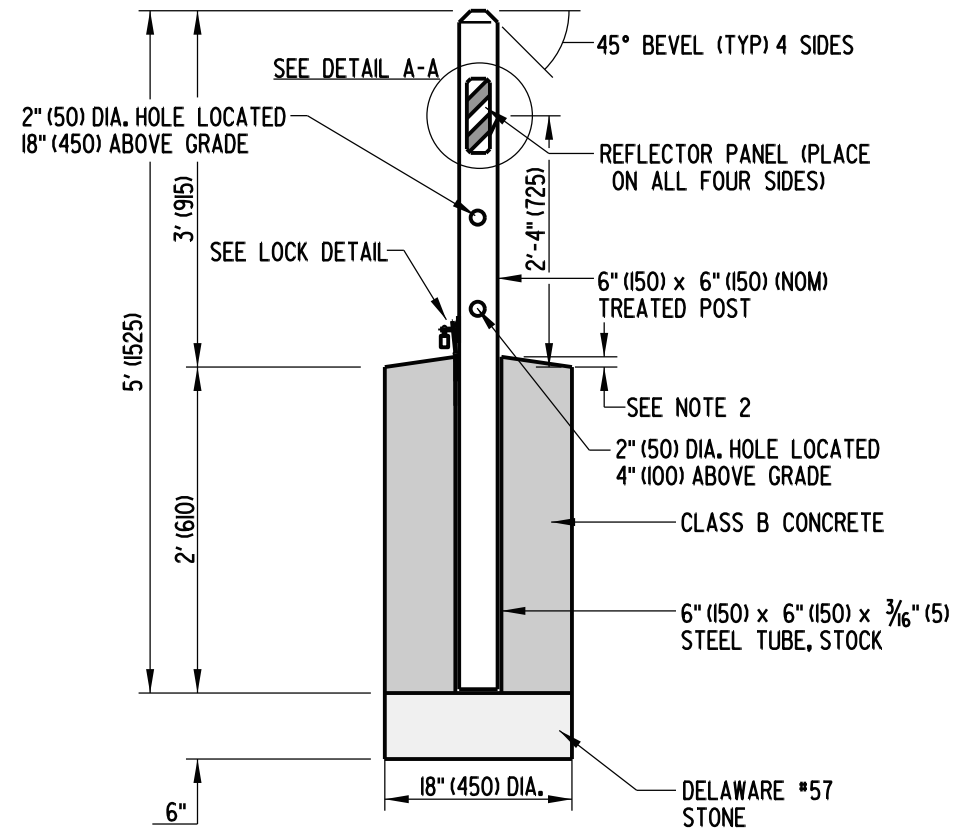


DETECTABLE WARNINGS SHALL ONLY BE  
PLACED WHEN THE SHARED-USE PATH  
INTERSECTS A TRAVELWAY.

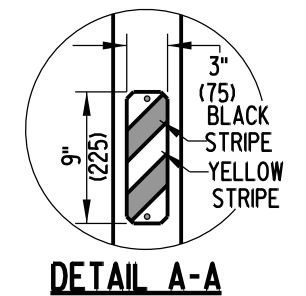
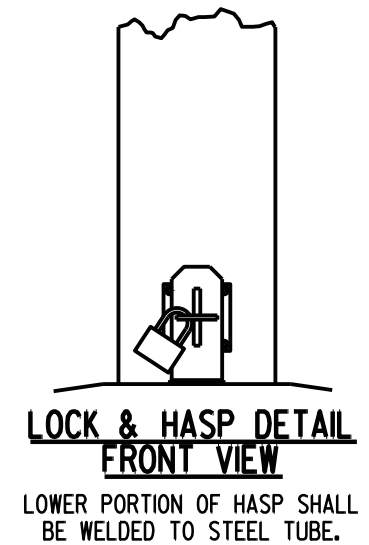


DETECTABLE WARNINGS SHALL ONLY BE  
PLACED WHEN THE SHARED-USE PATH  
INTERSECTS A TRAVELWAY.

### SHARED USE PATH INTERSECTION



### REMOVABLE BOLLARD



### NOTES:

1. IF THE SHARED USE PATH ENDS AT A ROADWAY OR RAILROAD CROSSING, THEN DETECTABLE WARNING TRUNCATED DOMES 24" (600) LONG AND THE FULL WIDTH OF THE PATH SHALL BE INSTALLED. SEE DETAIL C-2.
2. STEEL TUBE TO EXTEND 1/2" (13) ABOVE GROUND WITH CONCRETE TO SLOPE AWAY FROM TUBE TO KEEP WATER AND SEDIMENT FROM DRAINING INTO TUBE.
3. BOLLARDS ARE NOT REQUIRED FOR A SHARED-USE PATH LESS THAN 8' (2450) WIDE.
4. SHAVE THE POST AS NECESSARY SO THAT IT WILL FIT IN THE STEEL TUBE.
5. THE LANDING SECTION SHALL BE A MINIMUM OF 5' (1525) IN LENGTH AND SHALL HAVE A MAXIMUM CROSS SLOPE AND RUNNING SLOPE OF 2%. THE ENTIRE LANDING SECTION MUST ALSO BE CONCRETE.
6. THE RAMP SECTION SHALL HAVE A MAXIMUM CROSS SLOPE OF 2%. IT SHALL ALSO HAVE A MAXIMUM RUNNING SLOPE OF 12:1. HOWEVER, IF A 12:1 RUNNING SLOPE DOES NOT ALLOW THE RAMP MEET EXISTING GRADE WITHIN 15' (4200), THE RUNNING SLOPE MAY EXCEED 12:1.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

### BOLLARD & SHARED-USE PATH DETAILS

STANDARD NO. M-3 (2008)

SHT. 1 OF 1

APPROVED

*[Signature]*  
CHIEF ENGINEER

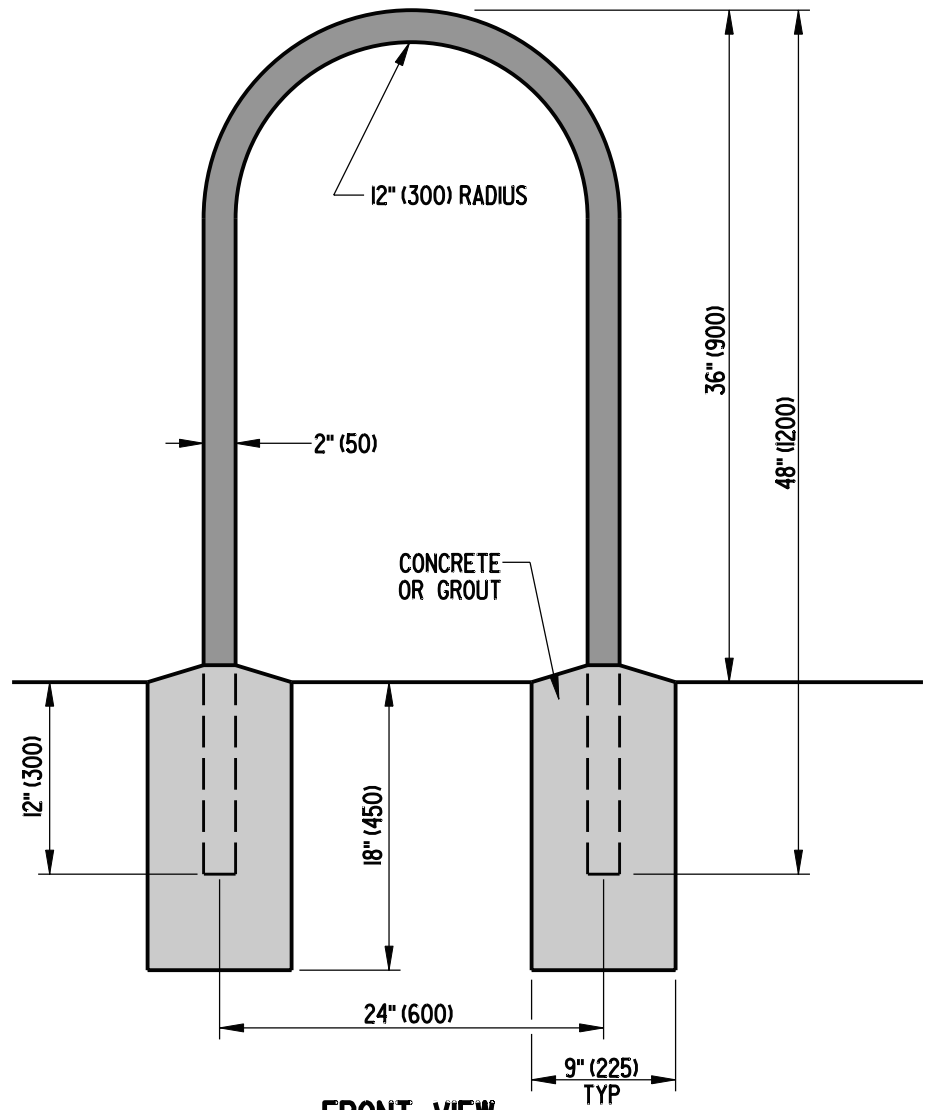
11/18/08  
DATE

RECOMMENDED

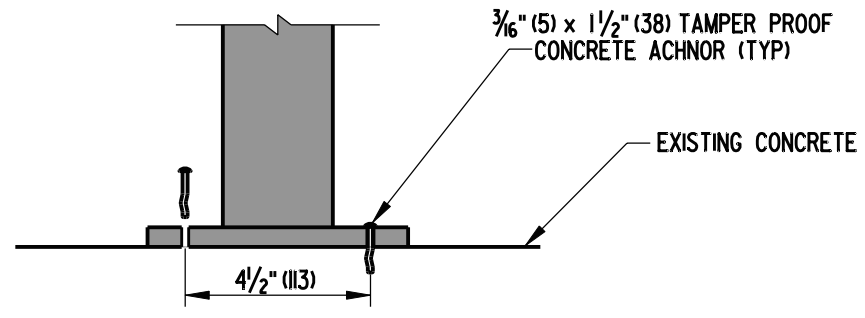
*[Signature]*  
DESIGN ENGINEER

11/17/08  
DATE

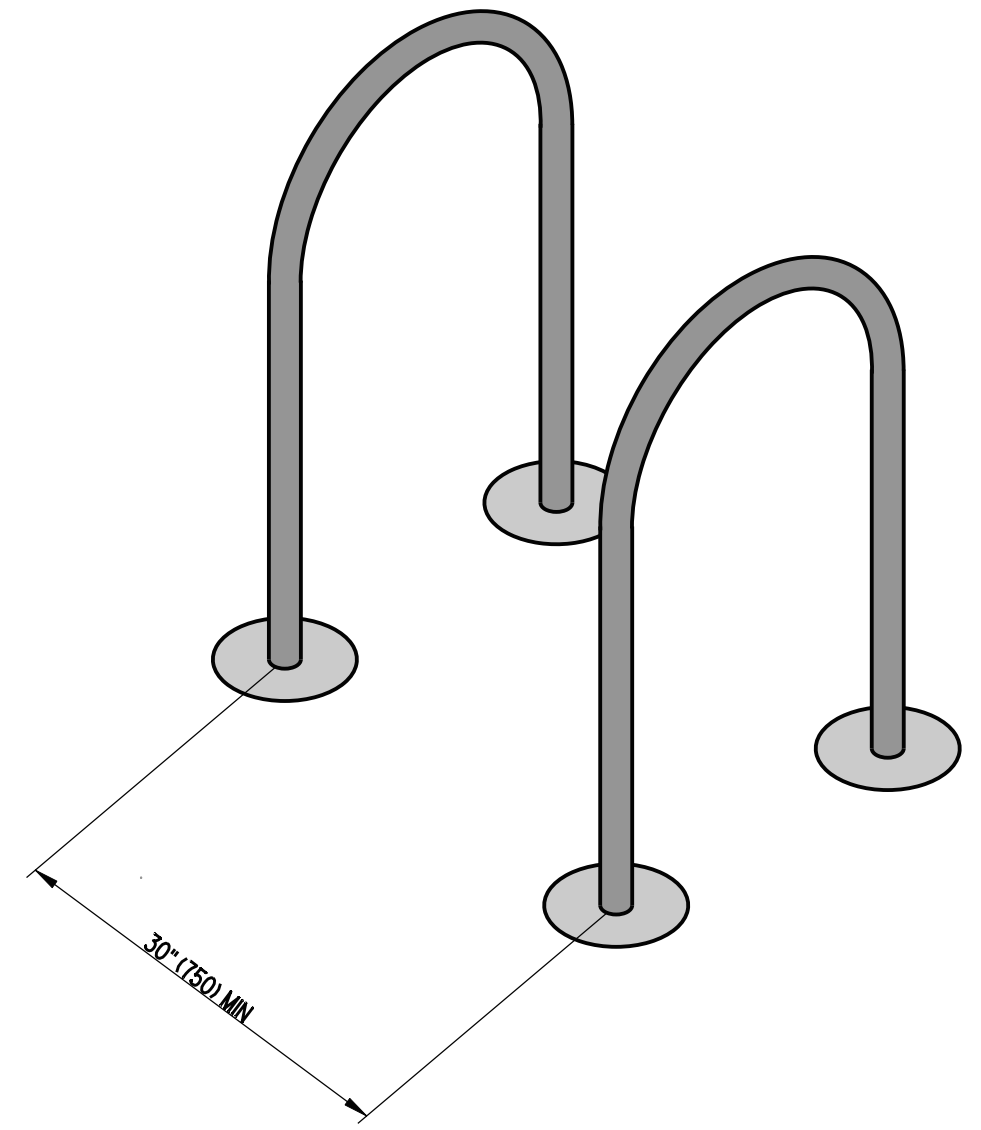
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FRONT VIEW



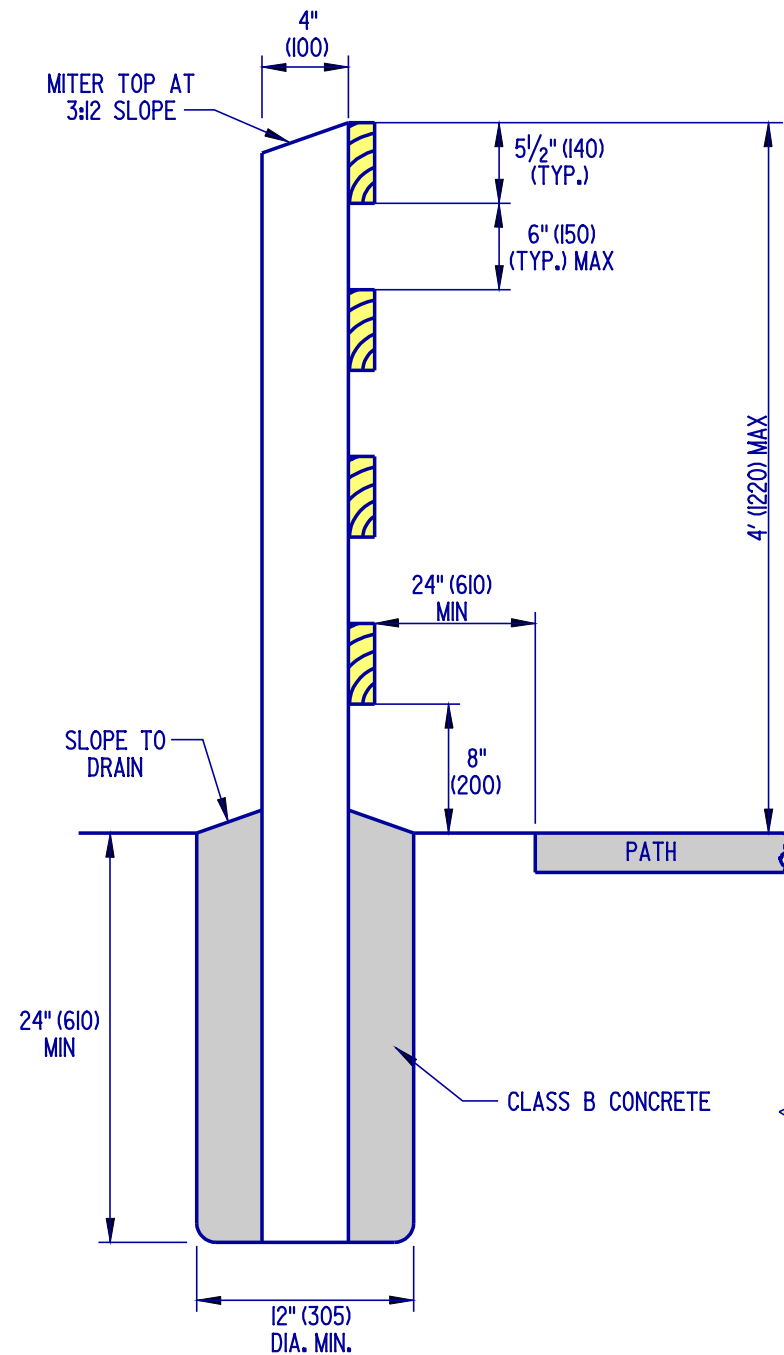
ALTERNATE ANCHOR OPTION  
SECTION VIEW



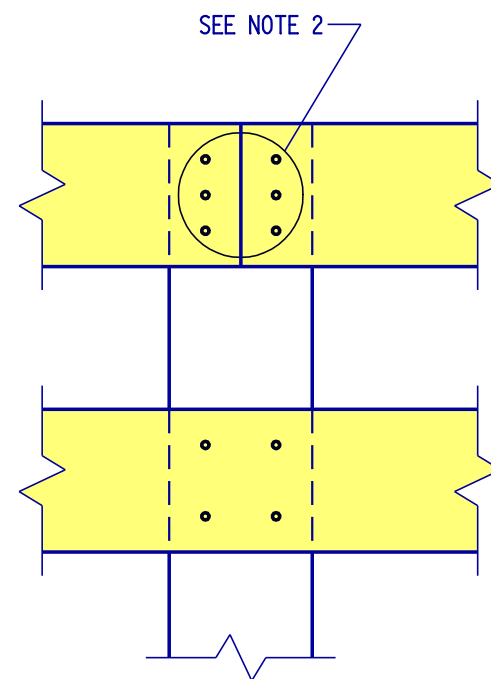
ISOMETRIC VIEW  
4 BIKE INSTALLATION

 DELAWARE DEPARTMENT OF TRANSPORTATION	BIKE RACK DETAILS			APPROVED  10/24/07 CHIEF ENGINEER DATE
	STANDARD NO. M-4 (2007)	SHT. 1	OF 1	RECOMMENDED  10/23/07 DESIGN ENGINEER DATE

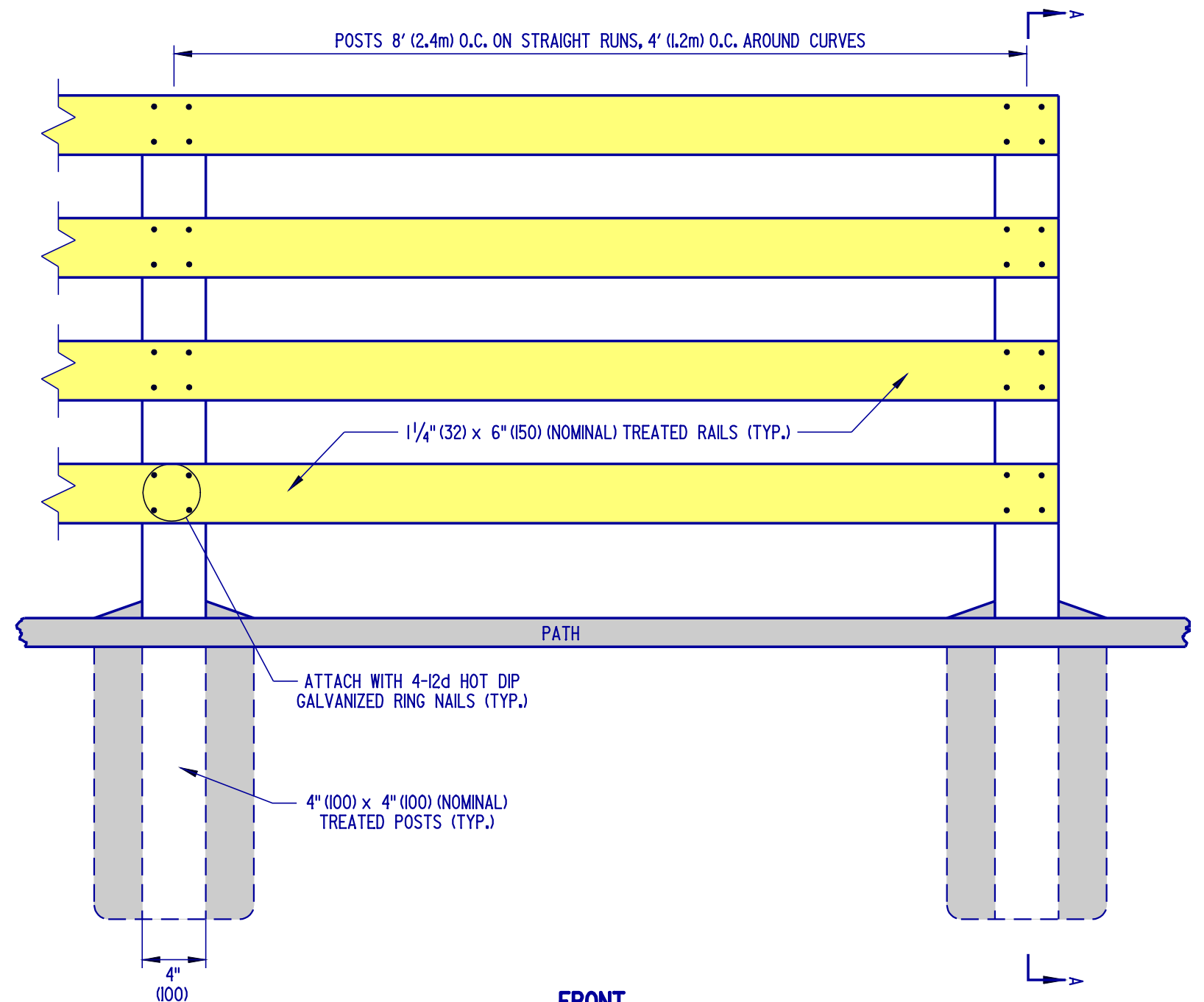
SCALE : N.T.S.



**SECTION A-A**



**TYPICAL JOINT DETAIL**



**FRONT**

**NOTES:**

1. ALL RAIL JOINTS SHALL BE CENTERED AT THE POSTS.
2. ALL JOINTS SHALL BE ATTACHED WITH 3 - 12d NAILS AND TWO ADJACENT RAILS SHALL NOT END ON THE SAME POST.
3. RAILS SHALL BE FLUSH TO THE POSTS AT THE END POSTS.



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**WOOD RAIL FENCE DETAILS**

**STANDARD NO.**

**M-5 (2004)**

**SHT. 1**

**OF 1**

**APPROVED**

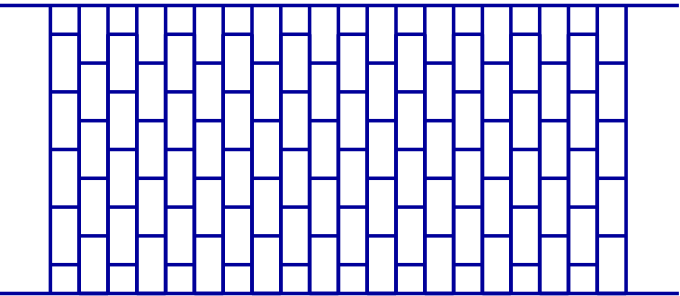
CHIEF ENGINEER

DATE

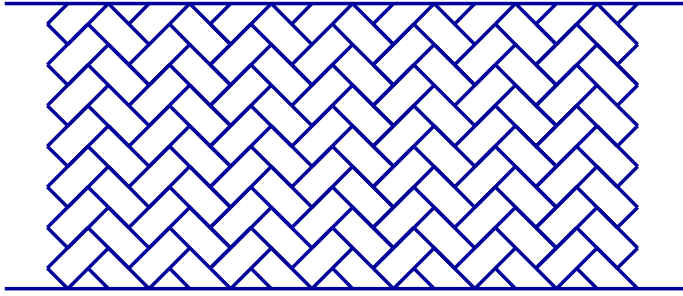
**RECOMMENDED**

DESIGN ENGINEER

DATE



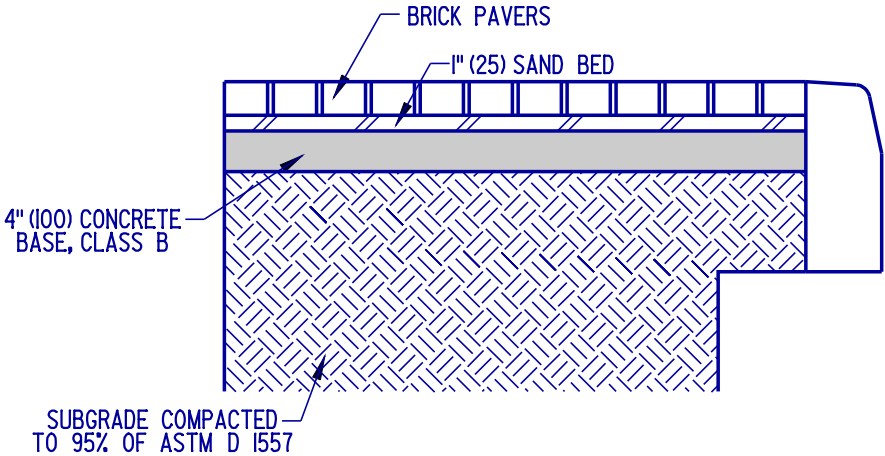
**4" (100) x 8" (200) RUNNING BOND PATTERN**



**4" (100) x 8" (200) HERRINGBONE PATTERN**

**NOTES:**

- 1. ACTUAL PATTERN TO BE USED SHALL BE SPECIFIED ON THE PLANS. COLOR IS TO BE "BRICK RED" UNLESS OTHERWISE NOTED ON THE PLANS.
- 2. MATERIALS AND PAVEMENT BOX VARY DEPENDING ON PLANS.
- 3. FOR CROSSWALK APPLICATIONS, 8" (200) WHITE LINES SHOULD BE PLACED ON BOTH SIDES.
- 4. THE PATTERNS ABOVE ARE THE PREFERRED PATTERNS AVAILABLE FOR SIDEWALK OR CROSSWALK APPLCATIONS.

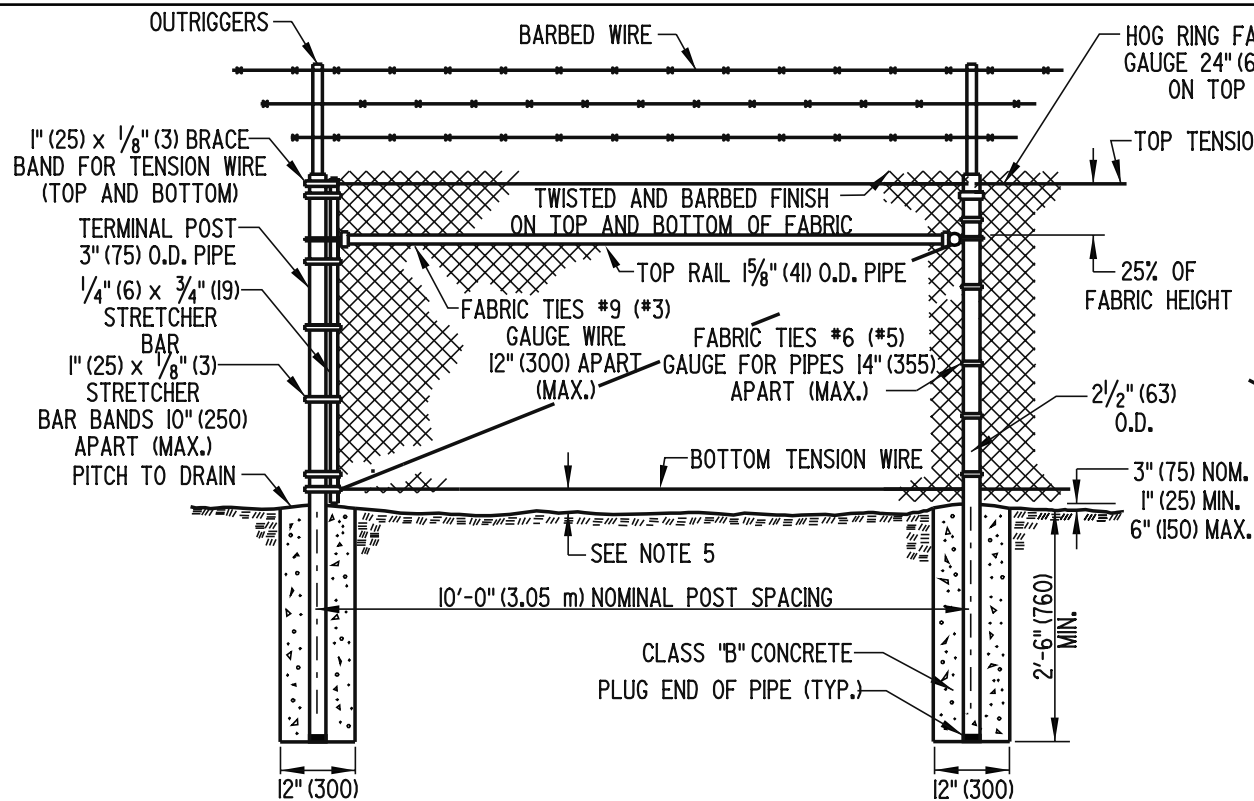


**BRICK PAVER SIDEWALK DETAIL**

**NOTES:**

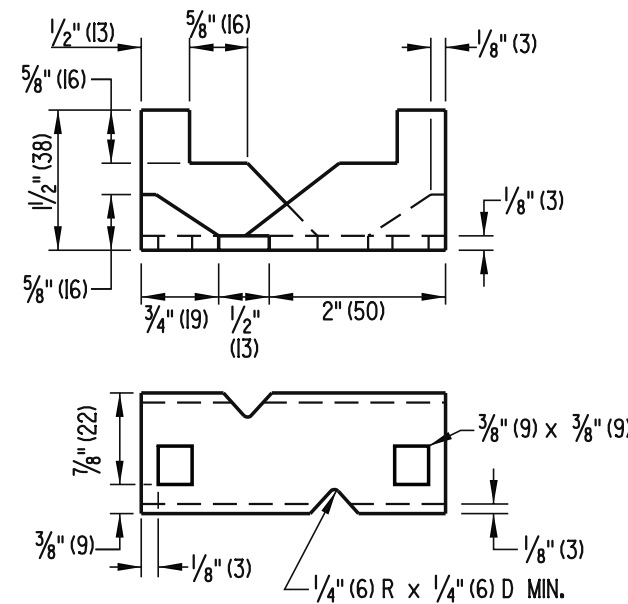
- 1. ALL PAVERS ARE TO BE "BRICK RED" UNLESS OTHERWISE SPECIFIED ON THE PLANS. THE PATTERN SHALL BE SPECIFIED ON THE PLANS.
- 2. EXPANSION JOINT MAY BE NEEDED ON NON-CURB SIDE OF BRICK PAVER SIDEWALK IF THAT SIDE IS AGAINST BUILDING OR OTHER CONFINING FEATURE.



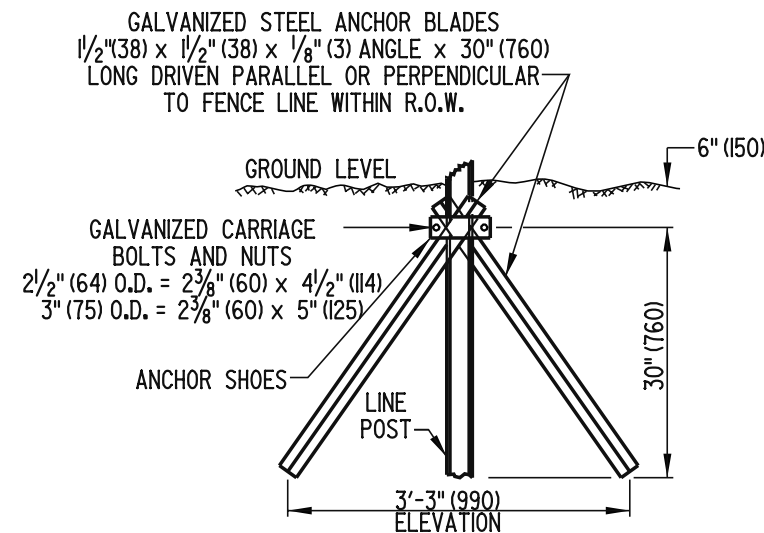


**CHAIN-LINK FENCE**

**TENSION WIRE CONNECTION AT ROUND INTERMEDIATE OR CORNER POST**

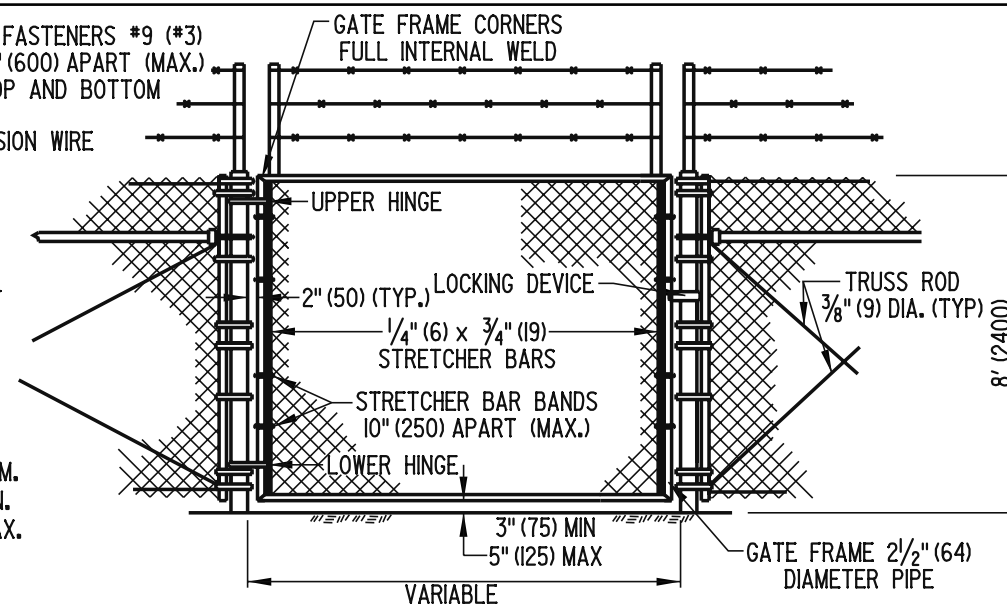


**ANCHOR SHOE**

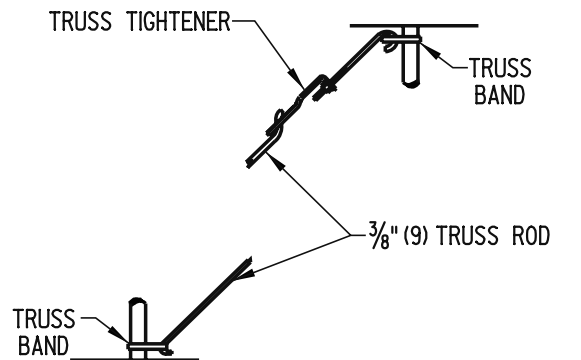


**DRIVE ANCHOR SHOE ASSEMBLY**

(SEE NOTE 4)



**GATES, CHAIN-LINK FENCE**



**3/8" (9) TRUSS ROD ASSEMBLY**

**CHAIN-LINK FENCE ASSEMBLIES**

**GENERAL NOTES**

**1). POSTS**

	TERMINAL, CORNER AND GATE POSTS	LINE POSTS	TOP OR BRACE RAIL
	3" (75) O.D. PIPE	2 1/2" (64) O.D. PIPE	1 5/8" (41) O.D. PIPE
AASHTO TYPE	1 OR II	1 OR II	1 OR II
AASHTO GRADE	1 OR 2	1 OR 2	1 OR 2
MINIMUM LENGTH OF POST:	10'-8" (3250)	10'-8" (3250)	N/A
ACTUAL OUTSIDE DIAMETER	2 7/8" (73)	2 3/8" (60)	1.660" (42)
WALL THICKNESS	GRADE 1 = .203" (5.2) GRADE 2 = .160" (4)	GRADE 1 = .154" (3.9) GRADE 2 = .120" (3)	GRADE 1 = .140" (3.5) GRADE 2 = .111" (2.8)

- THE DEPTH OF CONCRETE FOOTERS IN SOLID ROCK MAY BE REDUCED TO 12" (300) BELOW THE TOP OF ROCK AND THE DIAMETER OF THE HOLE IN ROCK MAY BE REDUCED TO 6" (150).
- BRACE BANDS AND STRETCHER BAR BANDS SHALL BE FURNISHED WITH 3/16" (8) DIA. CARRIAGE BOLTS AND ELASTIC STOP NUTS.
- DRIVE ANCHOR SHOE ASSEMBLY ONLY TO BE USED IN WET AREAS AND WITH PRIOR APPROVAL OF THE ENGINEER.
- THE BOTTOM OF THE FENCE SHALL BE 2" (50) MAX ABOVE HARD GROUND OR PAVEMENT. WHERE THERE IS SOFT GROUND, THE BOTTOM OF THE FENCE SHALL EXTEND INTO THE GROUND IN ORDER TO BE FIRM DUE TO SHIFTING SOIL OR SAND.
- NUTS AND BOLTS SHALL BE TACK WELDED OR BURRED TO PREVENT REMOVAL.
- IF THERE ARE ANY OPENINGS IN THE FENCE LARGER THAN 96 SQ. IN. (620 sq. cm) DUE TO UTILITIES OR GRADED TERRAIN, THE OPENINGS SHALL BE SECURED WITH A METAL GRILL THAT IS LOCKED OR PERMANENTLY WELDED.
- VEGETATION AND PERMANENT STRUCTURES (SUCH AS BUILDINGS, LIGHT POLES, AND UTILITY POLES) SHALL BE AT LEAST 14' (4.2 m) FROM THE FENCE. ANY EXCEPTIONS SHALL REQUIRE THE CONSTRUCTION OF TOP GUARDS.



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**CHAIN LINK FENCE DETAILS**

**STANDARD NO. M-7 (2006)**

**SHT. 1 OF 1**

**APPROVED**

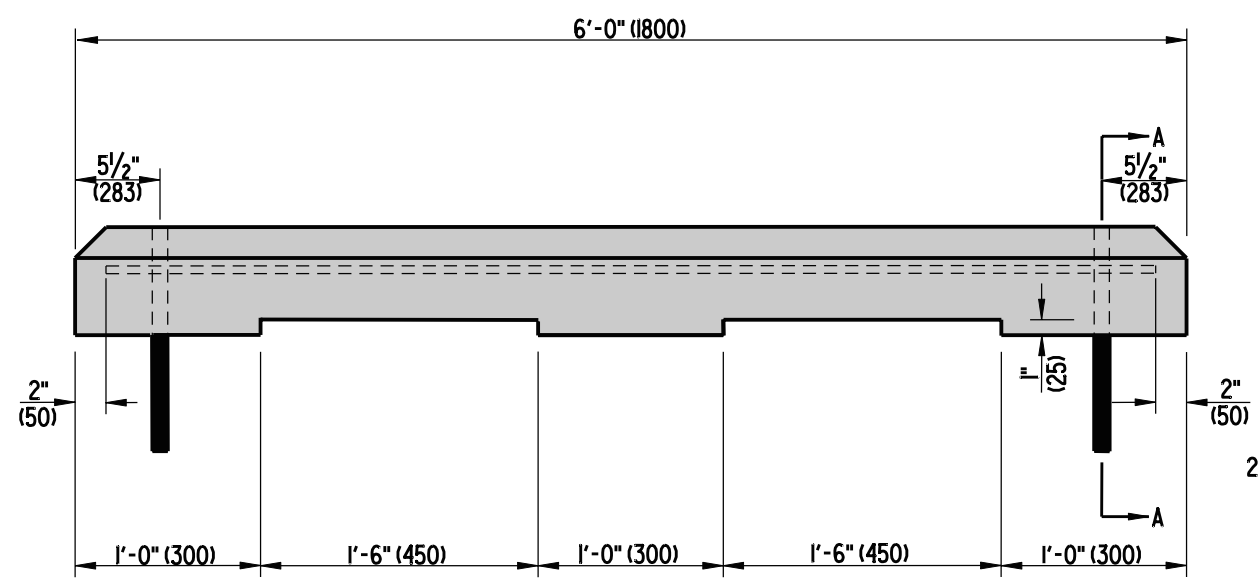
*Frank Taylor*  
CHIEF ENGINEER

10/10/06  
DATE

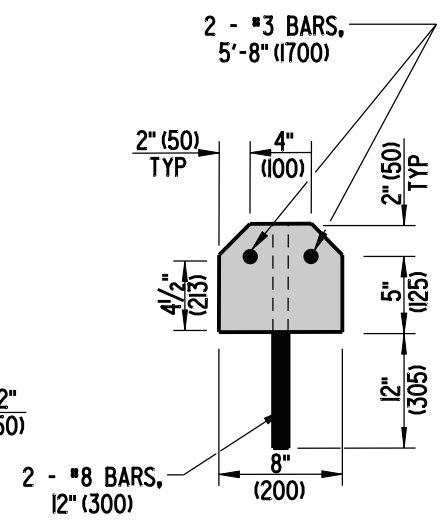
**RECOMMENDED**

*Dan Smith*  
DESIGN ENGINEER




10/13/06  
DATE

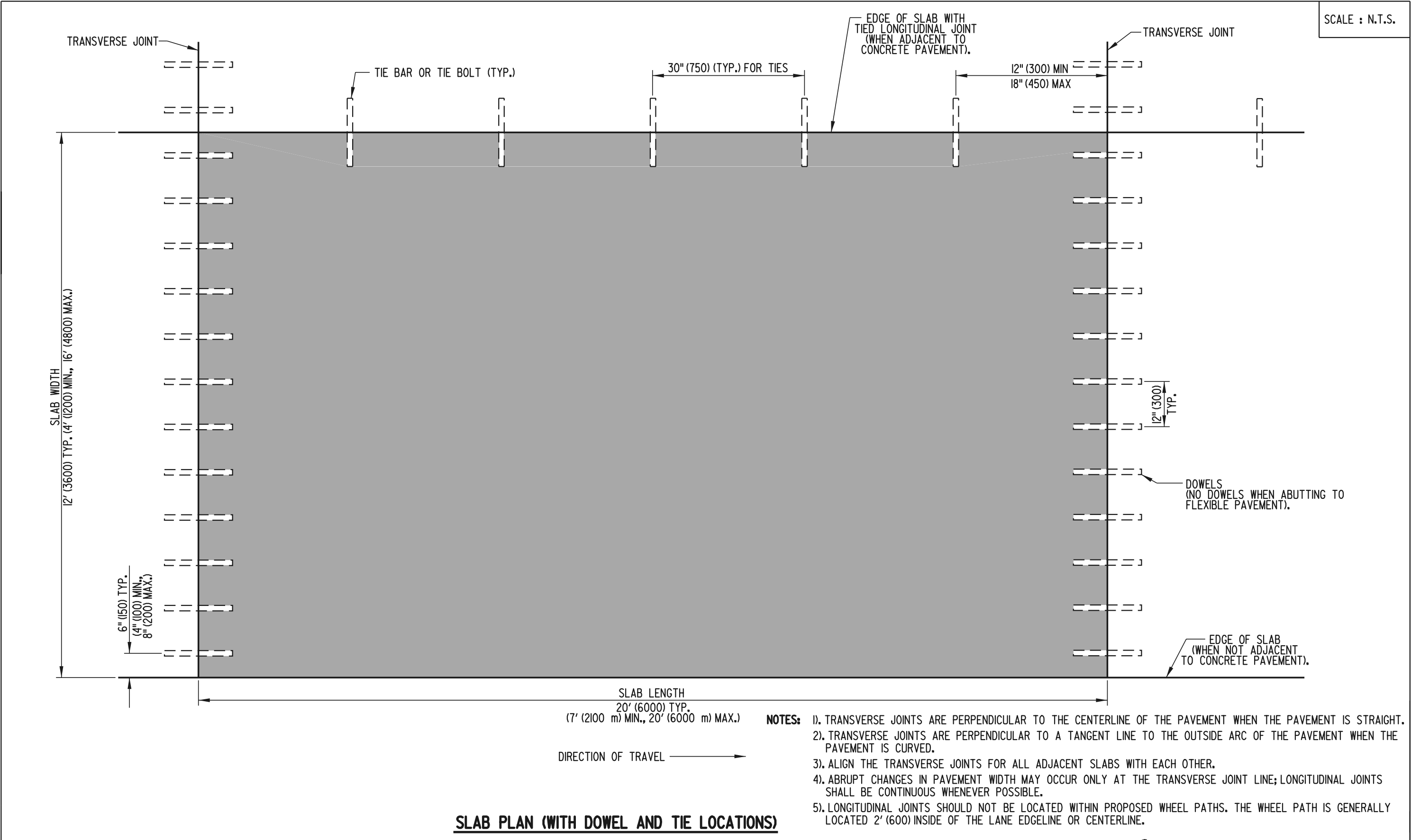


ELEVATION



SECTION A-A

 <b>DELAWARE</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>P.C.C. PARKING BUMPER</b>			<b>APPROVED</b>  <b>10/24/07</b> CHIEF ENGINEER DATE
	<b>STANDARD NO.</b> <b>M-8 (2007)</b>	<b>SHT.</b> <b>1</b>	<b>OF</b> <b>1</b>	<b>RECOMMENDED</b>  <b>10/23/07</b> DESIGN ENGINEER DATE

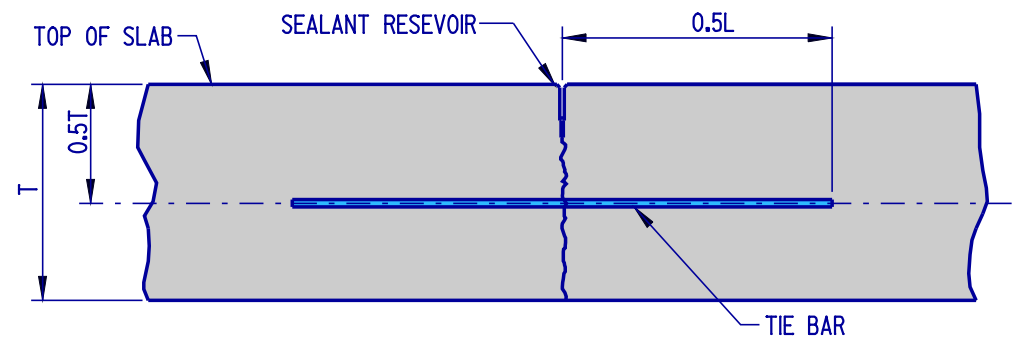


SCALE : N.T.S.

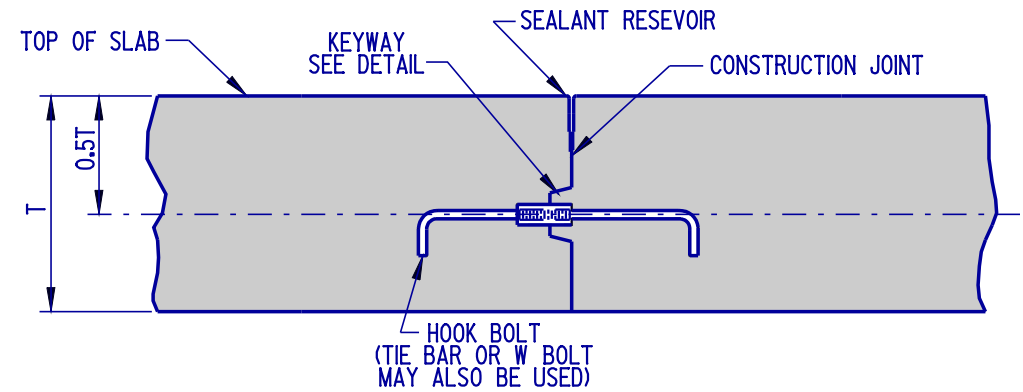


DELAWARE  
DEPARTMENT OF TRANSPORTATION

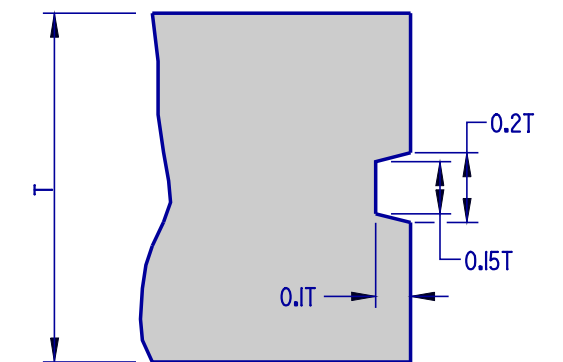
P.C.C. PAVEMENT				APPROVED	6/18/01
				CHIEF ENGINEER	DATE
STANDARD NO.	P-1 (2001)	SHT.	1 OF 5	RECOMMENDED	6/15/01
				DESIGN ENGINEER	DATE



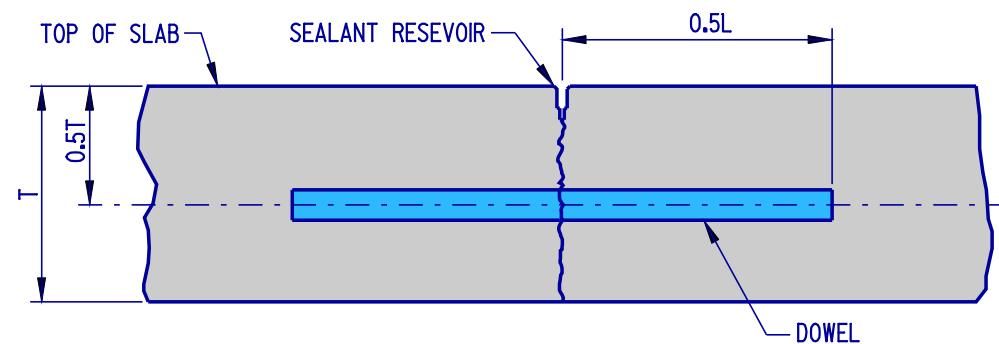
**LONGITUDINAL SAW-CUT JOINT DETAIL**



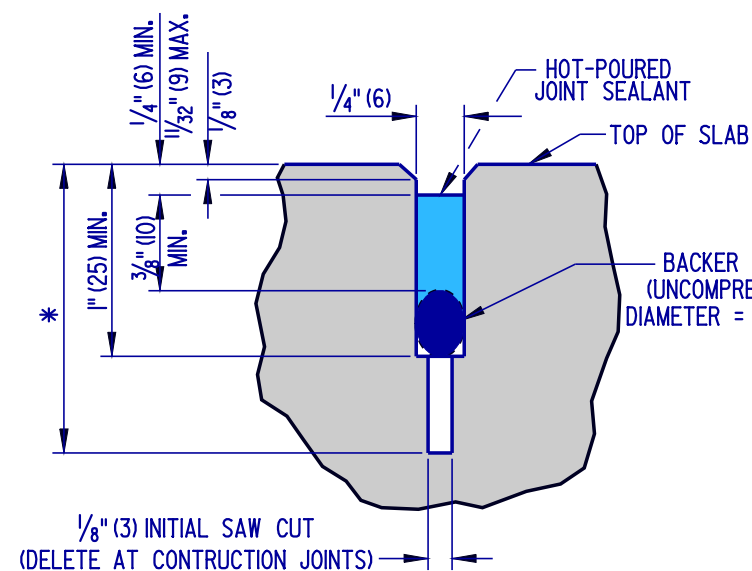
**LONGITUDINAL CONSTRUCTION JOINT DETAIL**



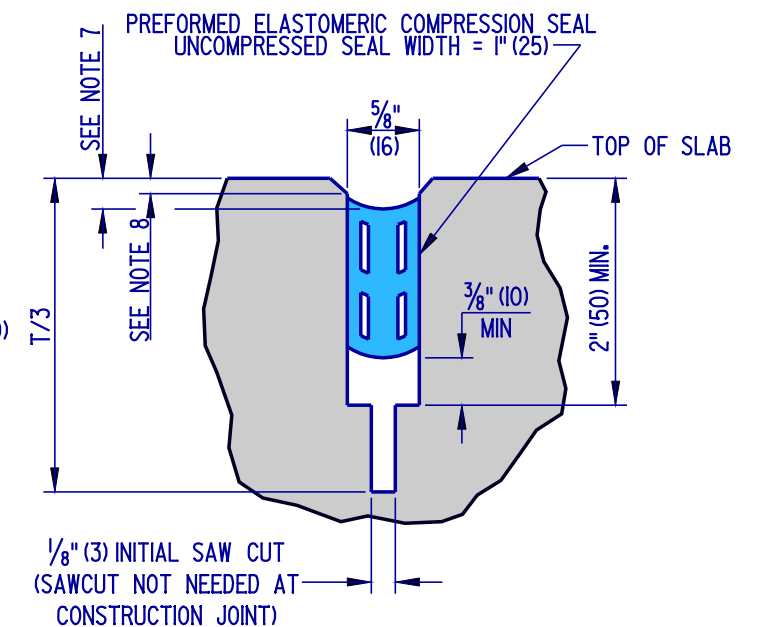
**KEYWAY DETAIL**



**TRANSVERSE SAW-CUT JOINT DETAIL**



**SEALANT DETAIL-  
LONGITUDINAL JOINT**



**SEALANT DETAIL-  
TRANSVERSE JOINT**

\* - 0.3T (10" (250) P.C.C. PAVEMENT)  
0.4T (12" (300) P.C.C. PAVEMENT)

**NOTES:**

- 1). AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) NARROWER.
- 2). "T" REFERS TO THE ACTUAL CONSTRUCTED SLAB THICKNESS.
- 3). TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/16" (2), MINUS 0" (0).
- 4). THE TOP EDGES OF THE CONTACT SURFACES OF THE SEALANT MATERIAL ON BOTH SIDES OF THE JOINT RESERVOIR SHALL BE AT THE SAME ELEVATION.
- 5). TRANSVERSE JOINT MATERIAL SHALL BE PLACED BEFORE LONGITUDINAL JOINT MATERIAL; THE TRANSVERSE JOINT MATERIAL SHALL BE CONTINUOUS FOR THE FULL WIDTH OF ALL ADJACENT P.C.C. PAVEMENT SLABS.
- 6). LONGITUDINAL JOINT MATERIAL SHALL BE PLACED WITHOUT GAPS WHENEVER INTERRUPTED BY THE TRANSVERSE JOINT MATERIAL.
- 7). TRANSVERSE JOINT SEAL TO BE RECESSED 3/16" (5) TO 5/16" (8) BELOW THE TOP OF THE SLAB.
- 8). A 45° CHAMFER SHALL BE CUT 1/8" (3) TO 1/4" (6) DEEP AT THE TOP OF THE SLAB ALONG BOTH SIDES OF THE TRANSVERSE SEALANT RESERVOIR.
- 9). THE TOP EDGES OF THE COMPRESSION SEAL SHALL BE IN FULL CONTACT WITH THE SLAB SIDES.

**JOINT AND SEALANT DETAILS**

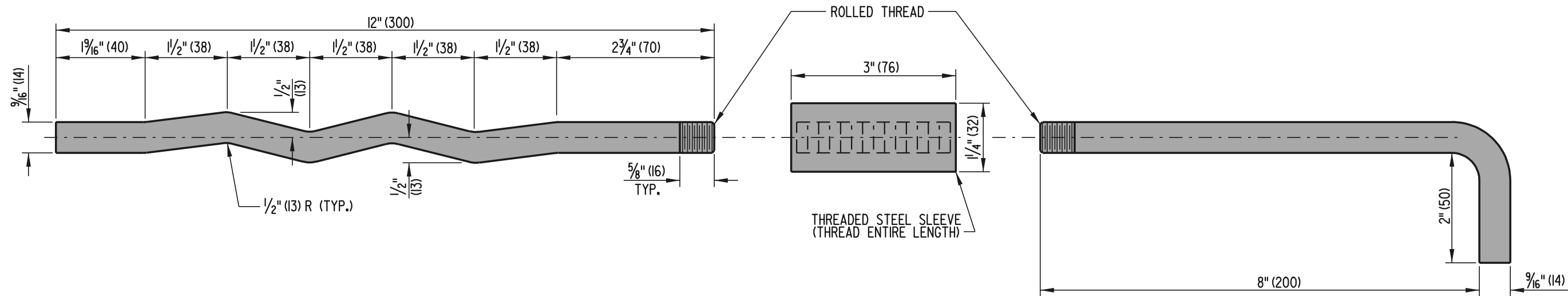


**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

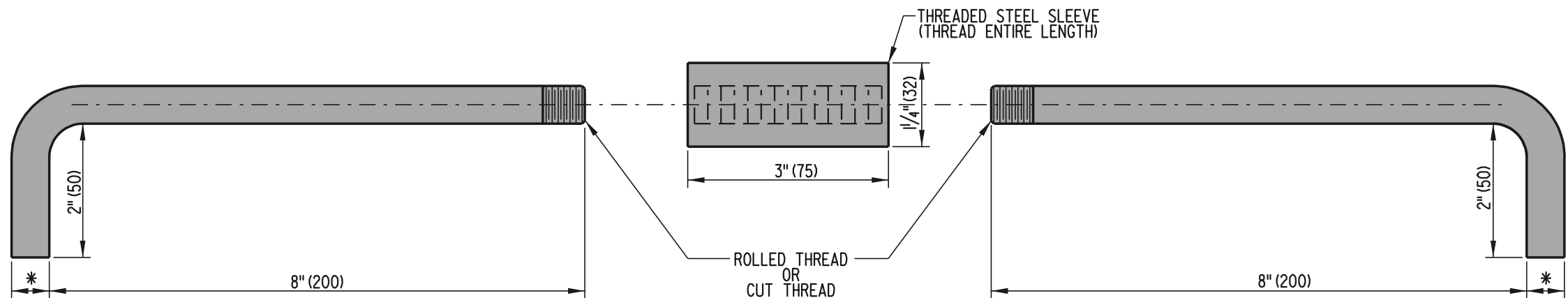
P.C.C. PAVEMENT				
STANDARD NO.	P-1 (2004)	SHT.	2	OF 5

APPROVED	CHIEF ENGINEER	DATE
RECOMMENDED	DESIGN ENGINEER	DATE



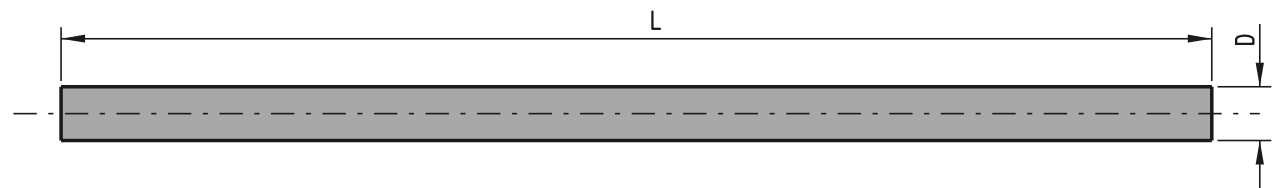


**W BOLT**



**HOOK BOLT**

\* -1 1/16" (17) ROLLED THREADS  
3/4" (19) CUT THREADS



**DOWEL & TIE BAR**

DOWEL & TIE BAR CHART				
SLAB THICKNESS	DOWEL		TIE BAR	
	D	L	D	L
10" (250)	1 1/4" (32)	18" (450)	5/8" (16)	30" (750)
12" (300)	1 1/2" (38)	20" (500)	5/8" (16)	30" (750)



DELAWARE  
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT

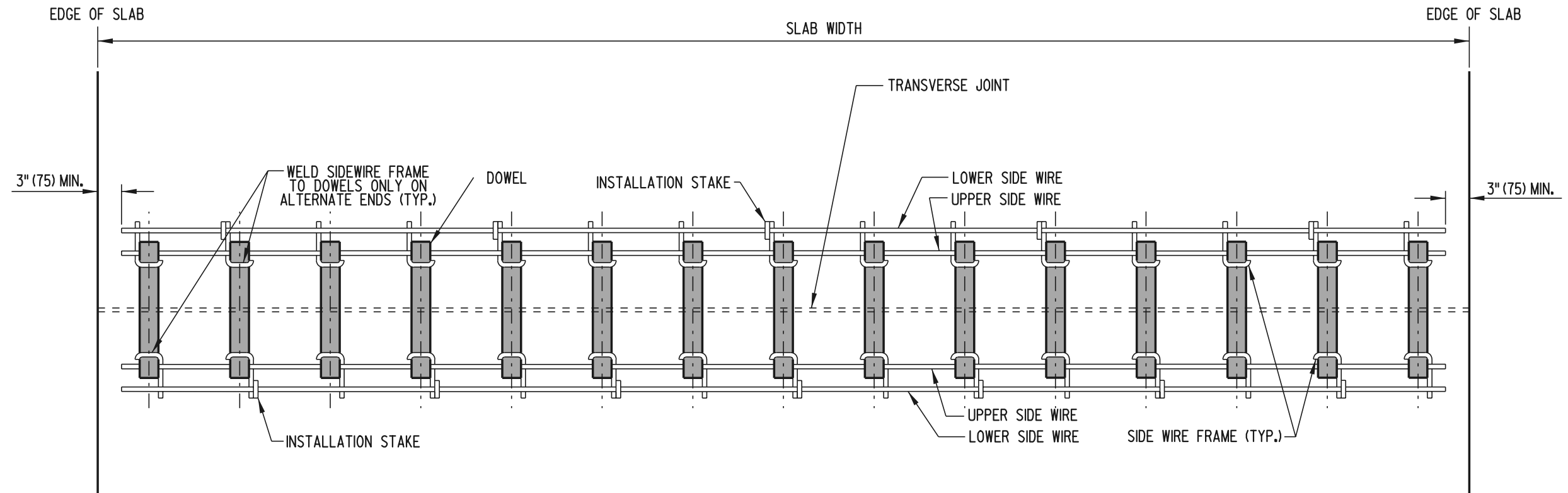
STANDARD NO. P-1 (2001)

SHT. 3 OF 5

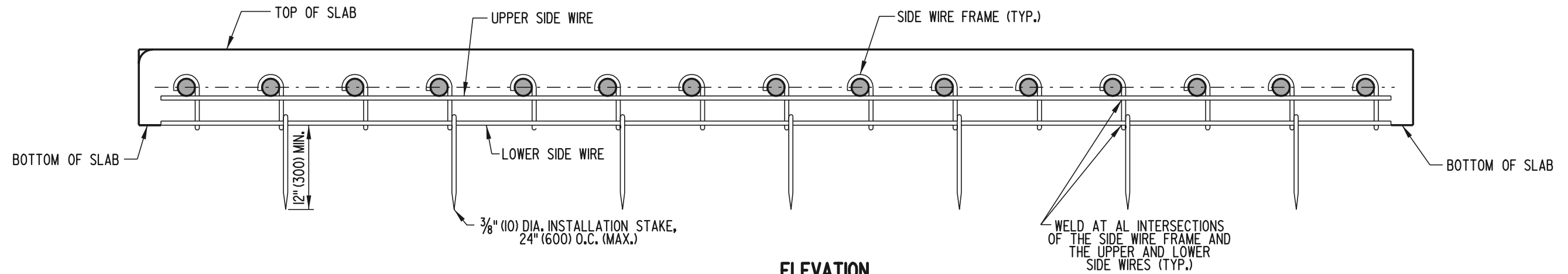
APPROVED *Ryan M. Harkness* 6/18/01  
CHIEF ENGINEER DATE

RECOMMENDED *Michael J. Gotsch* 6/18/01  
DESIGN ENGINEER DATE

SCALE : N.T.S.



**PLAN**



**ELEVATION**

**DOWEL SUPPORT BASKET**



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**P.C.C. PAVEMENT**

**STANDARD NO. P-1 (2001)**

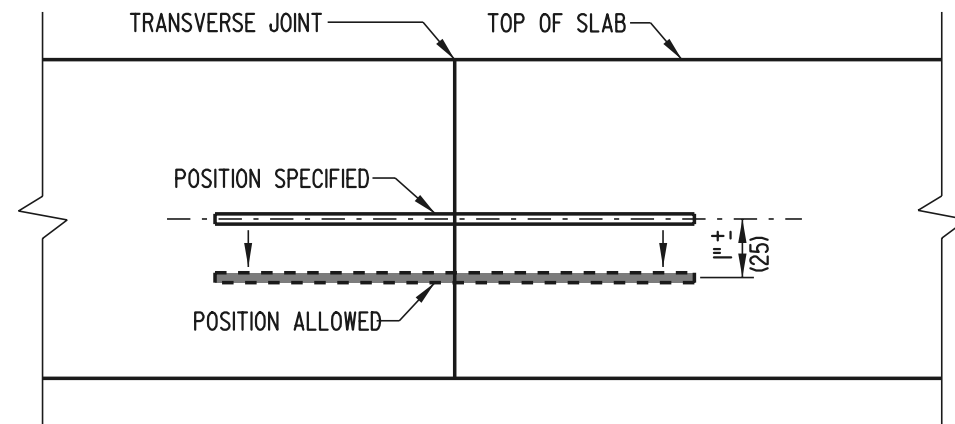
**SHT. 4 OF 5**

**APPROVED**

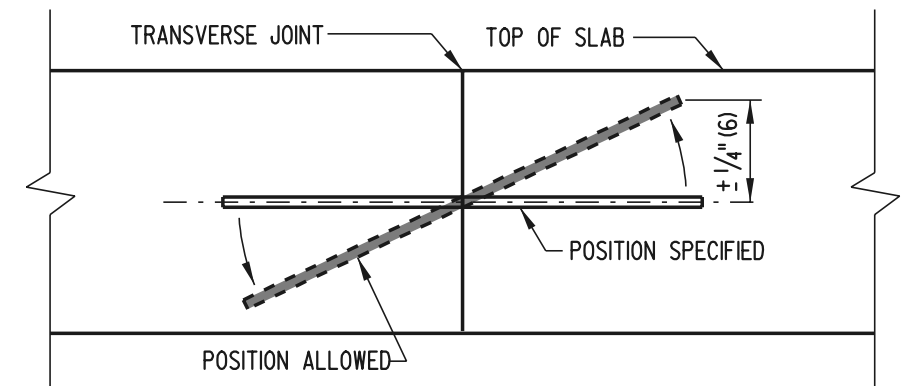
*Ryan M. Harkness* **6/18/01**  
CHIEF ENGINEER DATE

**RECOMMENDED**

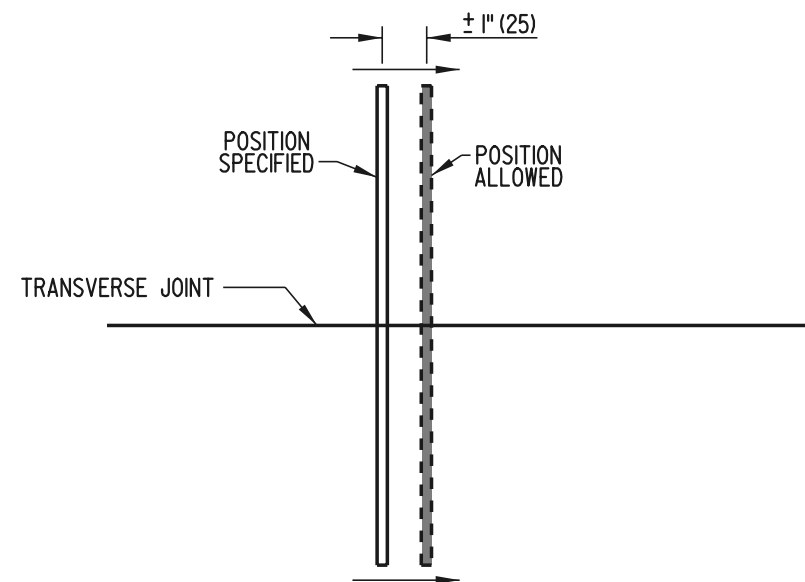
*Mehal Alghamdi* **6/18/01**  
DESIGN ENGINEER DATE



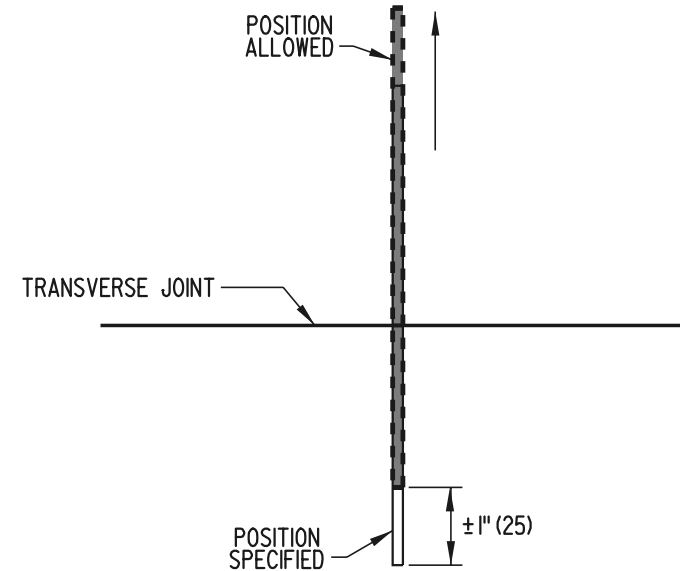
**VERTICAL TRANSLATION**



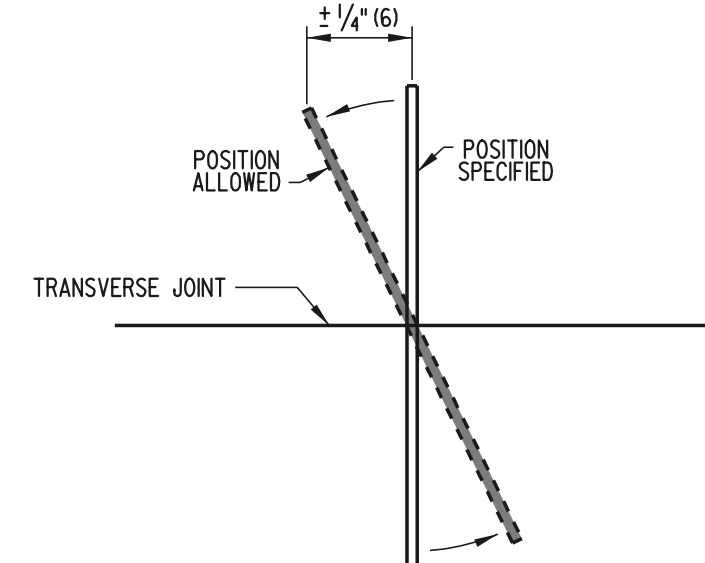
**VERTICAL ROTATION**



**HORIZONTAL TRANSLATION**



**LONGITUDINAL TRANSLATION**



**HORIZONTAL ROTATION**

**DOWEL & TIE BAR PLACEMENT TOLERANCES**



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**P.C.C. PAVEMENT**

**STANDARD NO. P-1 (2001)**

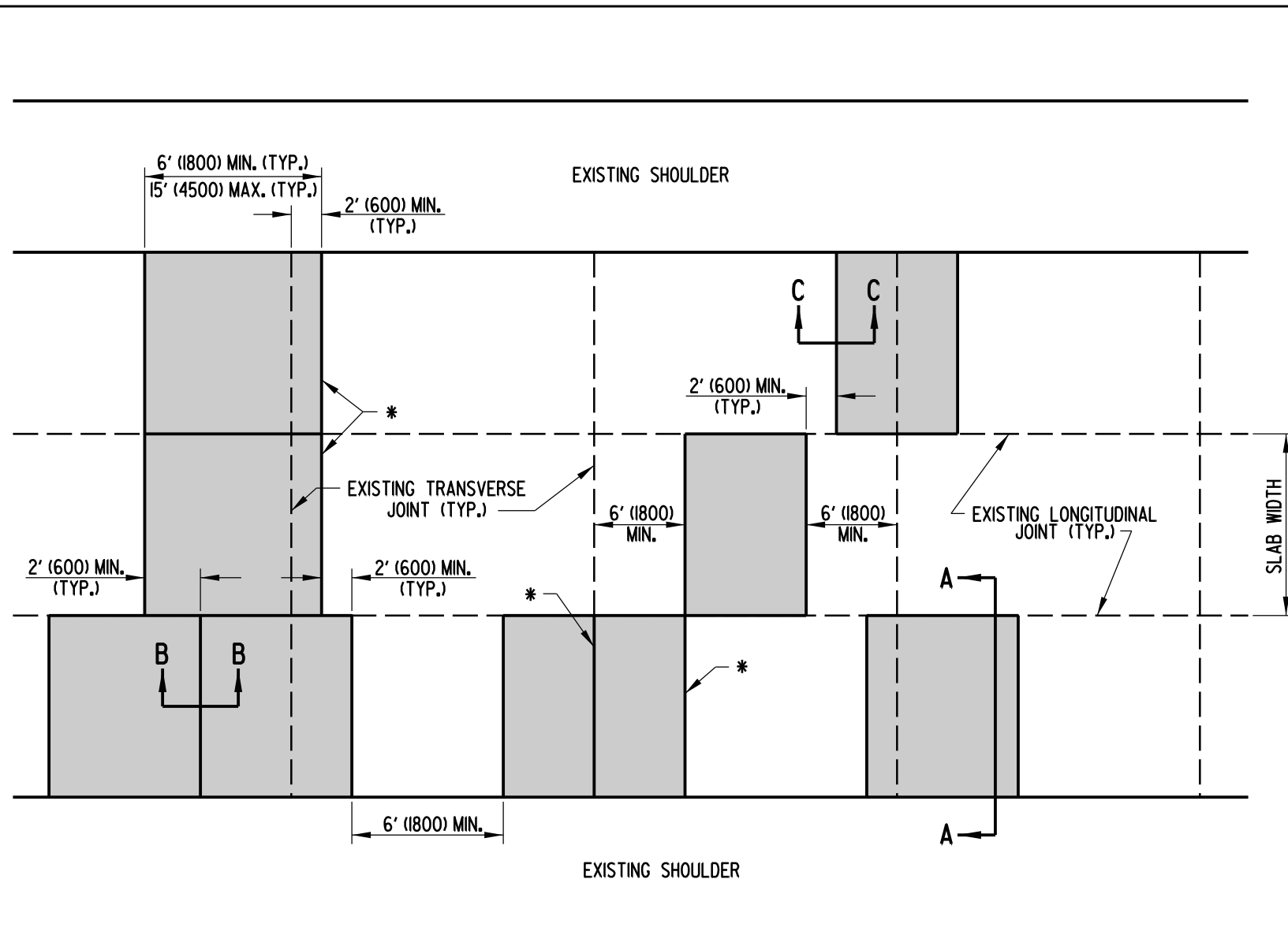
**SHT. 5 OF 5**

**APPROVED**

*Ryan M. Harkness* **6/18/01**  
CHIEF ENGINEER DATE

**RECOMMENDED**

*Michael R. G. G.* **6/18/01**  
DESIGN ENGINEER DATE



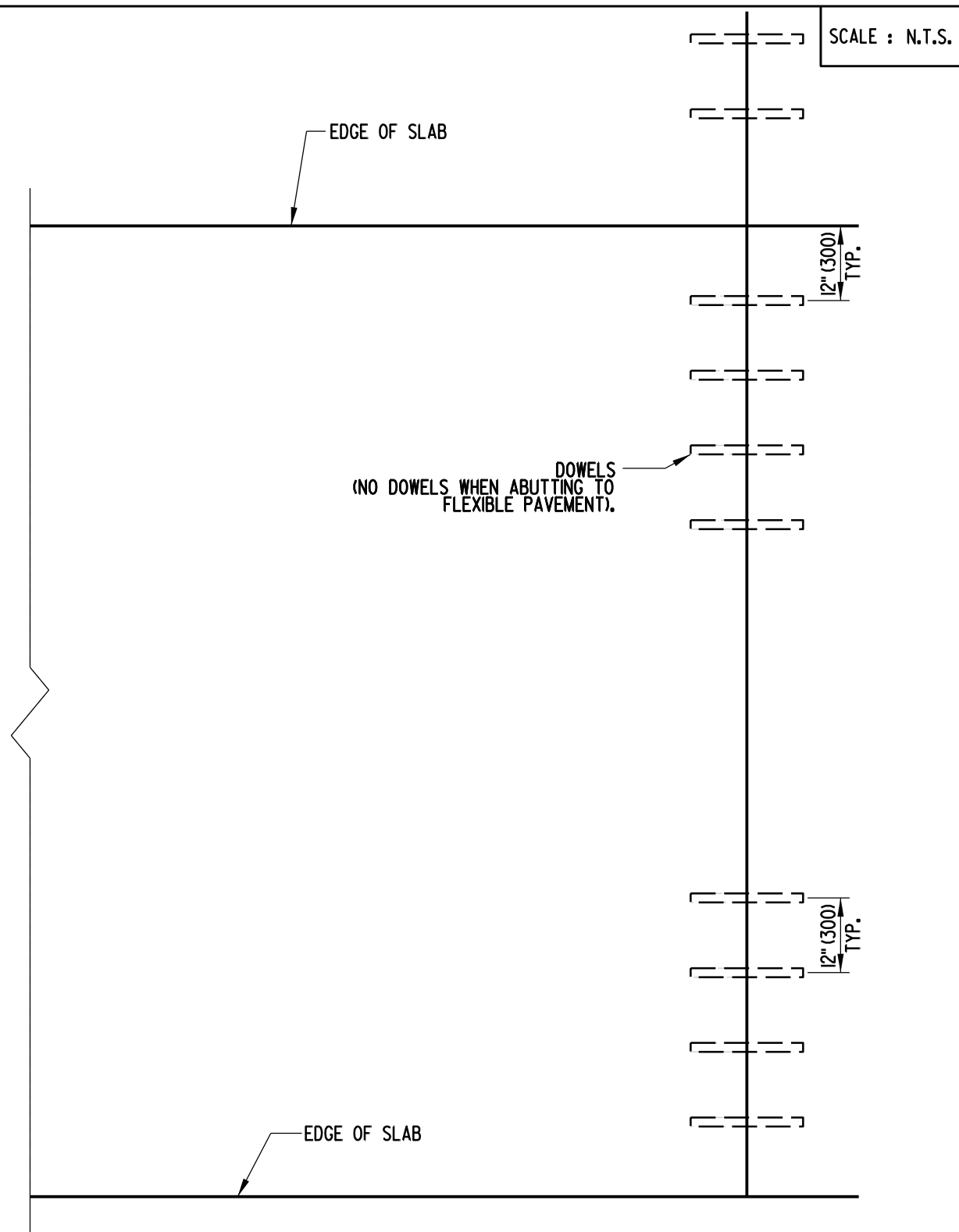
### PLAN

\* - PROPOSED LOCATIONS FOR TRANSVERSE JOINTS SHALL EXACTLY MATCH THE ALIGNMENT OF THE FINAL (EXISTING OR RELOCATED) TRANSVERSE JOINTS IN ALL IMMEDIATELY ADJACENT LANES.

### NOTES:

1. WHEN REPAIRING EXISTING TRANSVERSE JOINTS, THE PATCH SHALL EXTEND A MINIMUM OF 24" (600) THROUGH THE EXISTING JOINT, WHICH WILL RELOCATE THE JOINT.
2. PROPOSED LOCATIONS FOR TRANSVERSE JOINTS, WHEN NOT ALIGNED WITH THE FINAL EXPECTED TRANSVERSE JOINT LOCATIONS IN THE IMMEDIATELY ADJACENT LANES, SHALL BE OFFSET A MINIMUM OF 2' (600) FROM THE AFFORMENTIONED JOINTS.
3. THE LONGITUDINAL JOINT ALIGNMENT SHALL BE STRAIGHT AND CONTINUOUS THROUGH THE REPAIRED AREA.

### FULL DEPTH PATCH



### SLAB PLAN (WITH DOWEL AND TIE LOCATIONS)



DELAWARE  
DEPARTMENT OF TRANSPORTATION

P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2008)

SHT. 1 OF 5

APPROVED

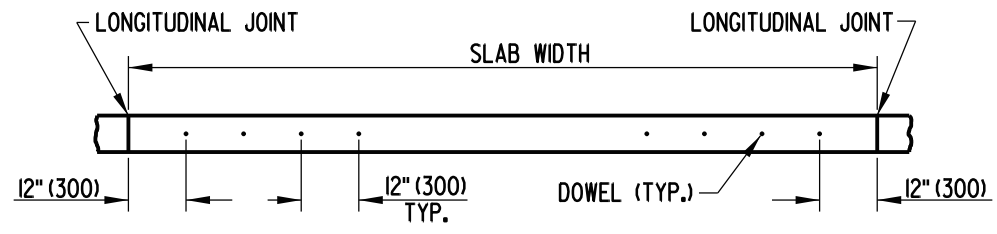
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CHIEF ENGINEER

11/18/08  
DATE

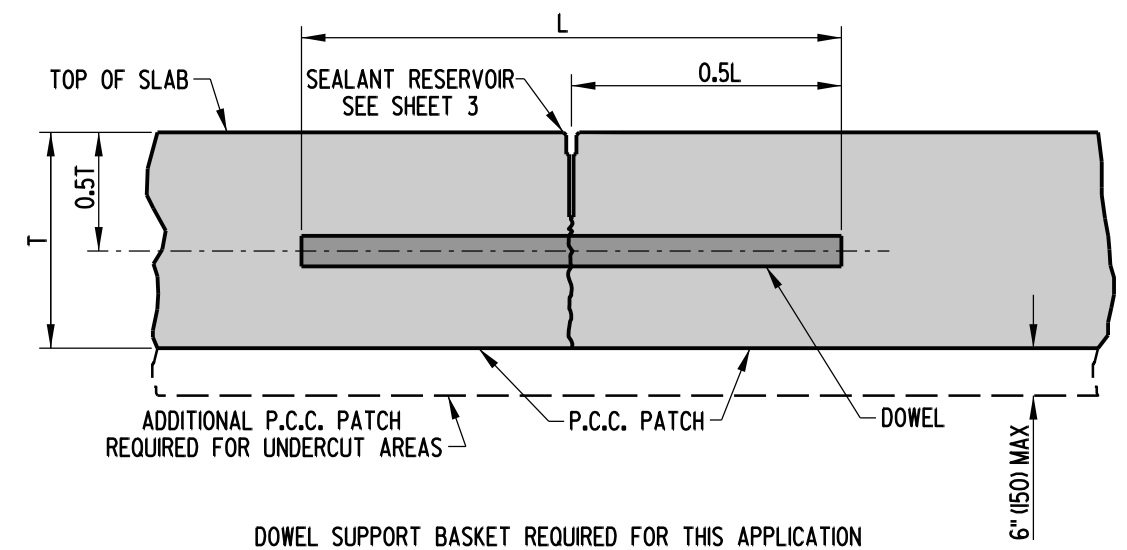
RECOMMENDED

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DESIGN ENGINEER

11/17/08  
DATE



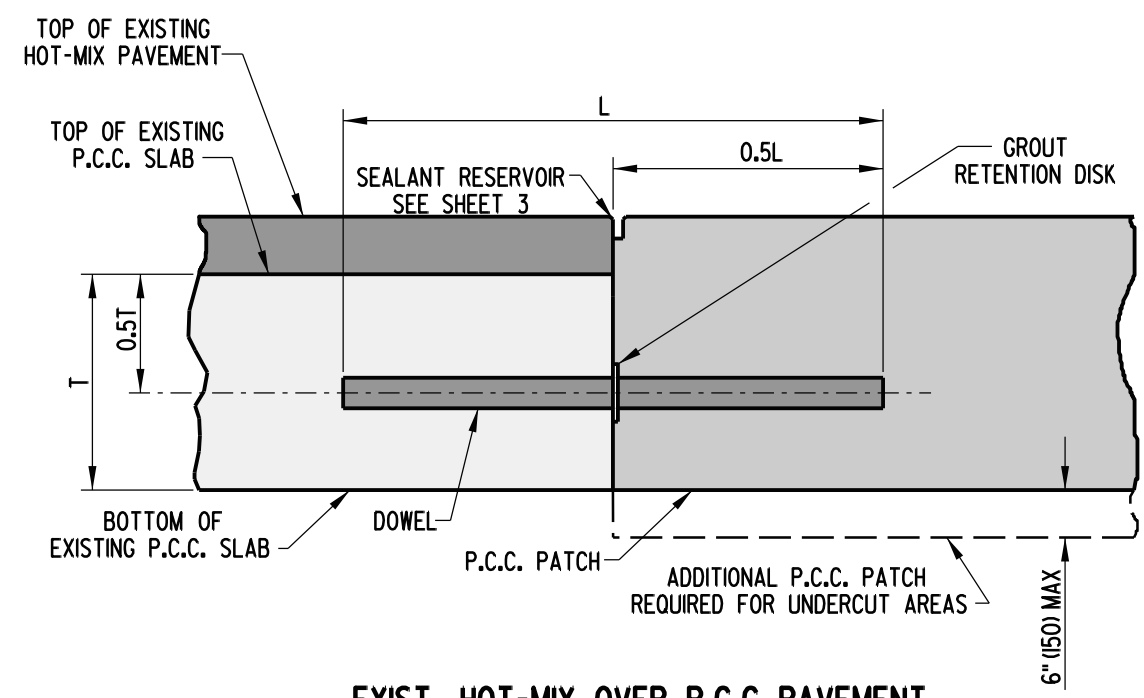
**SECTION A-A**



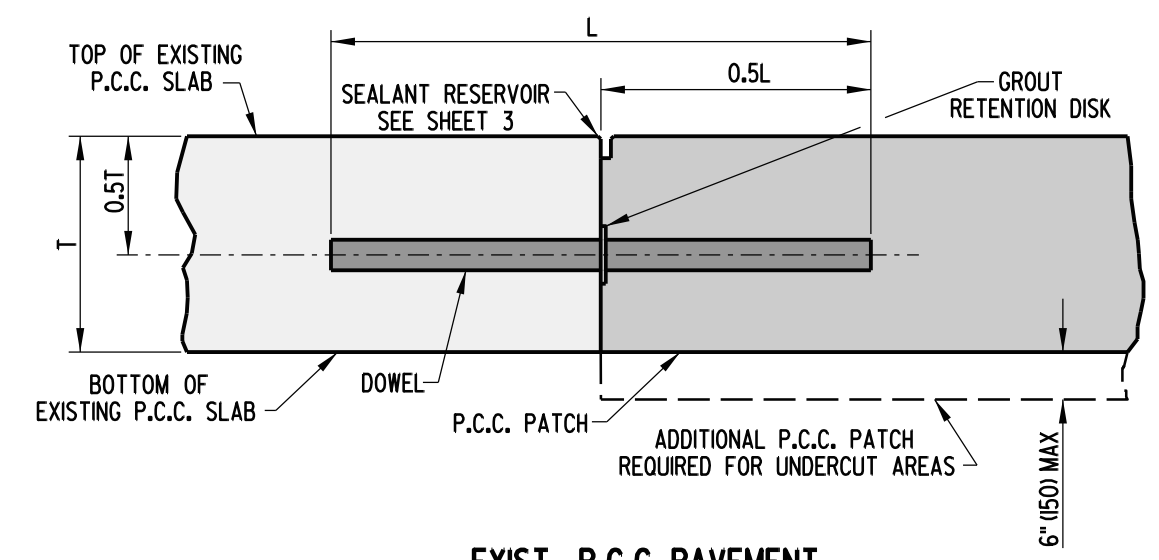
DOWEL SUPPORT BASKET REQUIRED FOR THIS APPLICATION  
(REFER TO STANDARD CONSTRUCTION DETAIL FOR P.C.C. PAVEMENT.)

**SECTION B-B**

TRANSVERSE SAW-CUT USED FOR  
JOINTS LOCATED WITHIN THE PATCH



**EXIST. HOT-MIX OVER P.C.C. PAVEMENT**






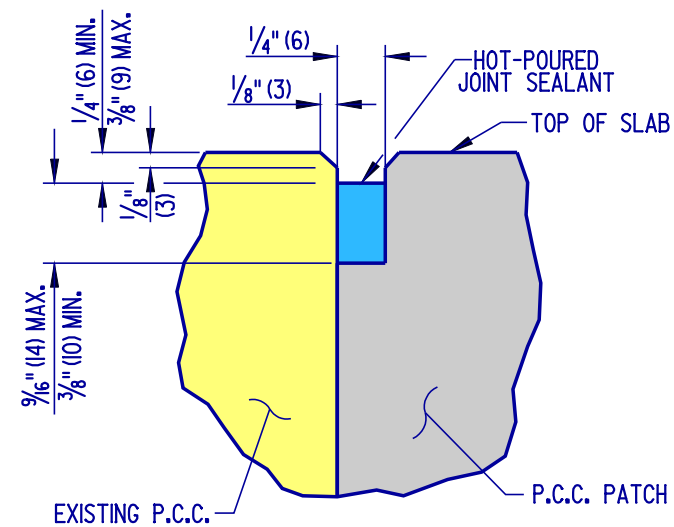
**EXIST. P.C.C. PAVEMENT**

**SECTION C-C**

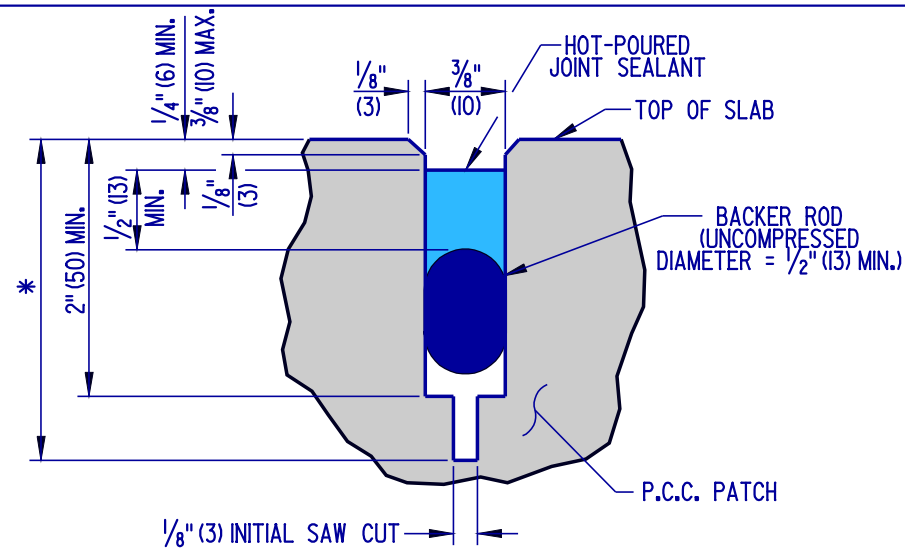
TRANSVERSE CONSTRUCTION JOINT USED ON  
JOINTS BETWEEN EXISTING PAVEMENT AND PATCH

**FULL DEPTH PATCH**

 <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b>	<b>P.C.C.PAVEMENT PATCHING</b>			<b>APPROVED</b>  <b>11/18/08</b> CHIEF ENGINEER DATE
	<b>STANDARD NO. P-2 (2008)</b>	<b>SHT. 2 OF 5</b>		<b>RECOMMENDED</b>  <b>11/17/08</b> DESIGN ENGINEER DATE

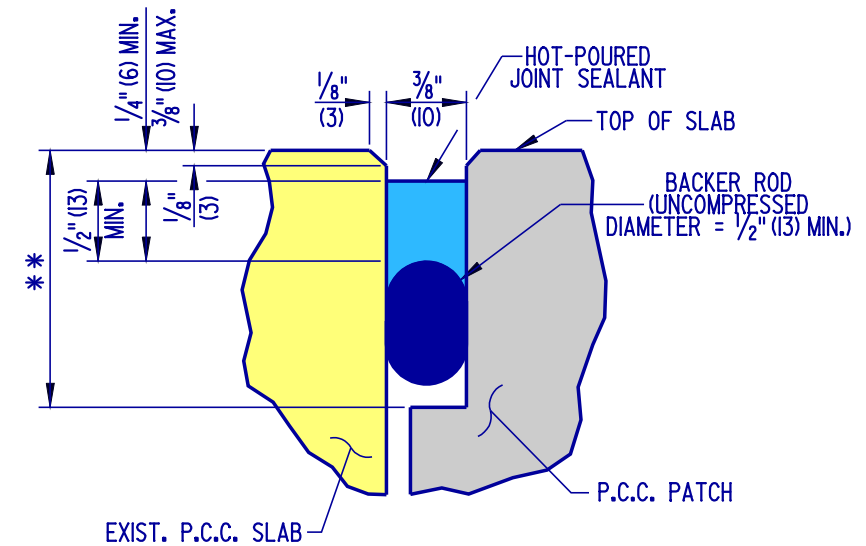


**SEALANT DETAIL-  
LONGITUDINAL JOINT**



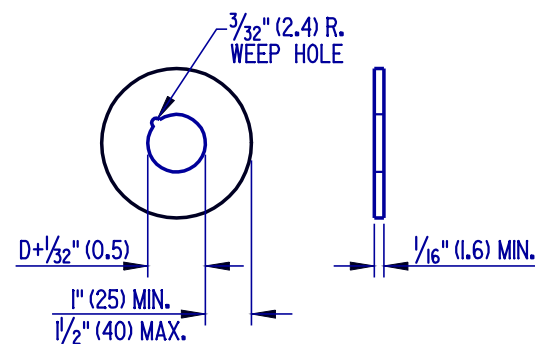
\* - 0.3T (T < 10" (250) P.C.C. PAVEMENT)  
0.4T (T > 10" (250) P.C.C. PAVEMENT)

**SEALANT DETAIL-  
TRANSVERSE SAW-CUT JOINT**



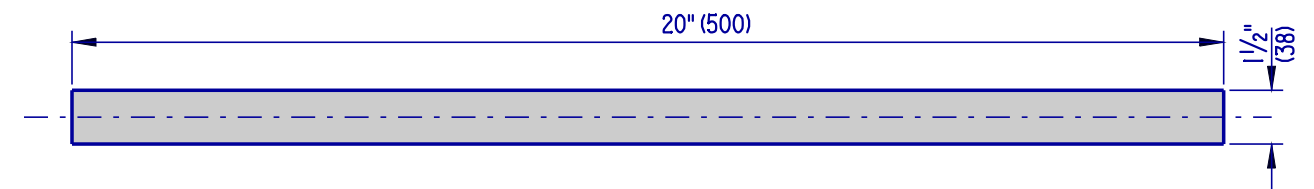
\*\* - 2" (50) MIN. WITH BACKER ROD  
5/8" (16) MIN. WITH BOND BREAKER TAPE

**SEALANT DETAIL-  
TRANSVERSE CONSTRUCTION JOINT**



D - DOWEL DIAMETER (INCLUDING  
PROTECTING COATINGS, IF ANY.)

**GROUT RETENTION DISK**



**DOWEL BAR**

**NOTES:**

- 1). AS DIMENSIONED, THE WIDTH OF THE TRANSVERSE SEALANT RESERVOIR IS APPLICABLE WHEN THE TEMPERATURE OF THE PAVEMENT SURFACE IS BETWEEN 60°F (16°C) AND 80°F (27°C). WHEN THE TEMPERATURE IS BELOW 60°F (16°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) WIDER. WHEN THE TEMPERATURE IS ABOVE 80°F (27°C), THE SEALANT RESERVOIR SHALL BE CUT 1/16" (2) NARROWER.
- 2). "T" REFERS TO THE EXISTING "AS-BUILT" SLAB THICKNESS.
- 3). TOLERANCE ON ALL JOINT SEALANT DETAIL DIMENSIONS SHOWN WITHOUT RANGES SHALL BE PLUS 1/16" (2), MINUS 0" (0).
- 4). THE TOP EDGES OF THE CONTACT SURFACES OF THE SEALANT MATERIAL ON BOTH SIDES OF THE JOINT RESERVOIR SHALL BE AT THE SAME ELEVATION.

**FULL DEPTH PATCH**



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**P.C.C.PAVEMENT PATCHING**

**STANDARD NO. P-2 (2004)**

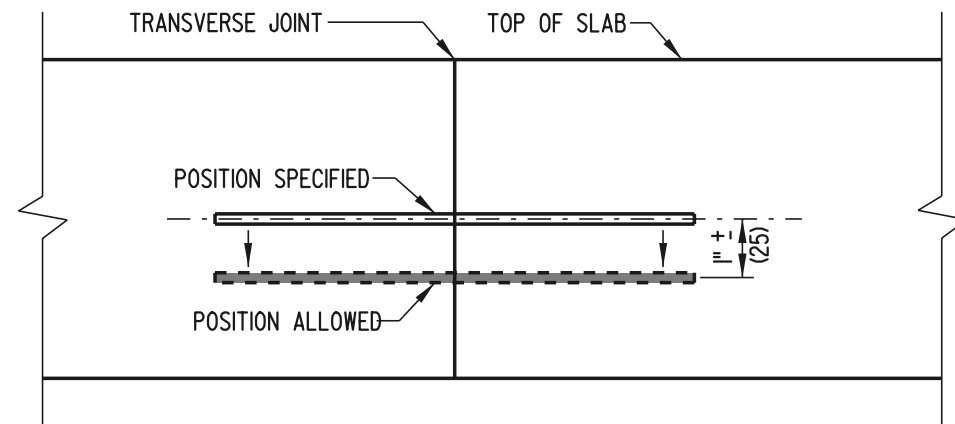
**SHT. 3 OF 5**

**APPROVED**

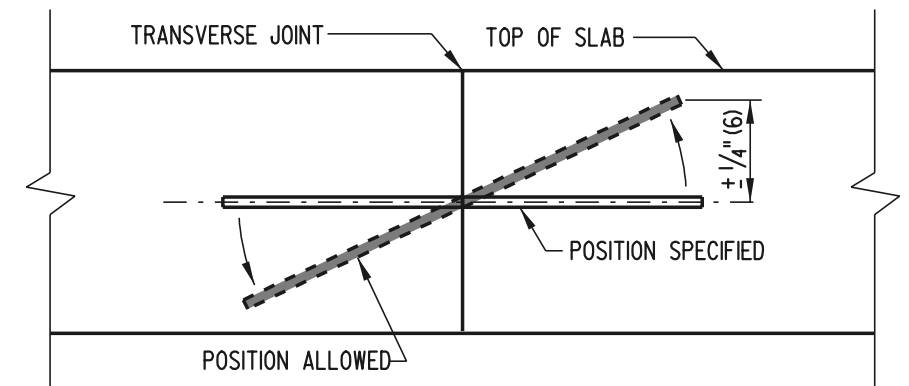
CHIEF ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

**RECOMMENDED**

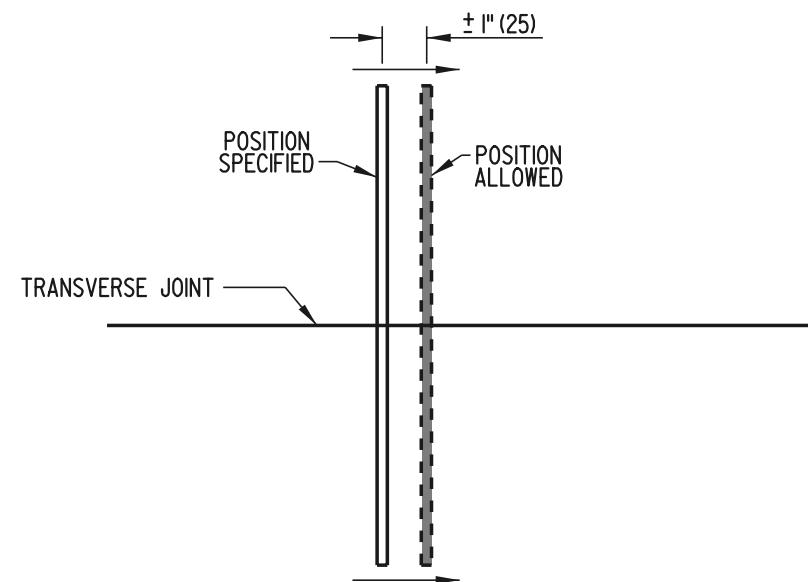
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_



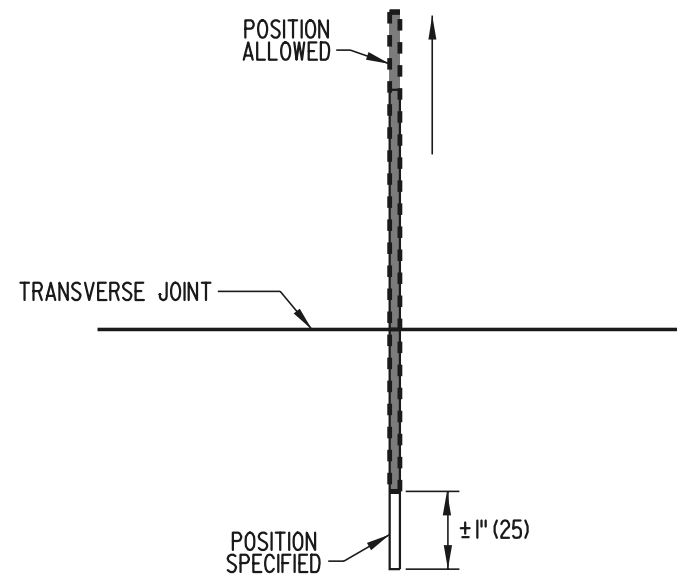
VERTICAL TRANSLATION



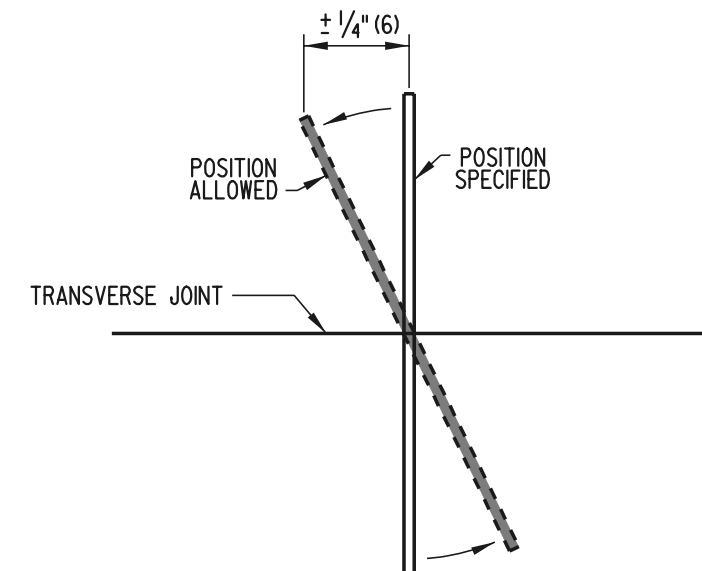
VERTICAL ROTATION



HORIZONTAL TRANSLATION



LONGITUDINAL TRANSLATION



HORIZONTAL ROTATION

DOWEL & TIE BAR PLACEMENT TOLERANCES

FULL DEPTH PATCH



DELAWARE  
DEPARTMENT OF TRANSPORTATION

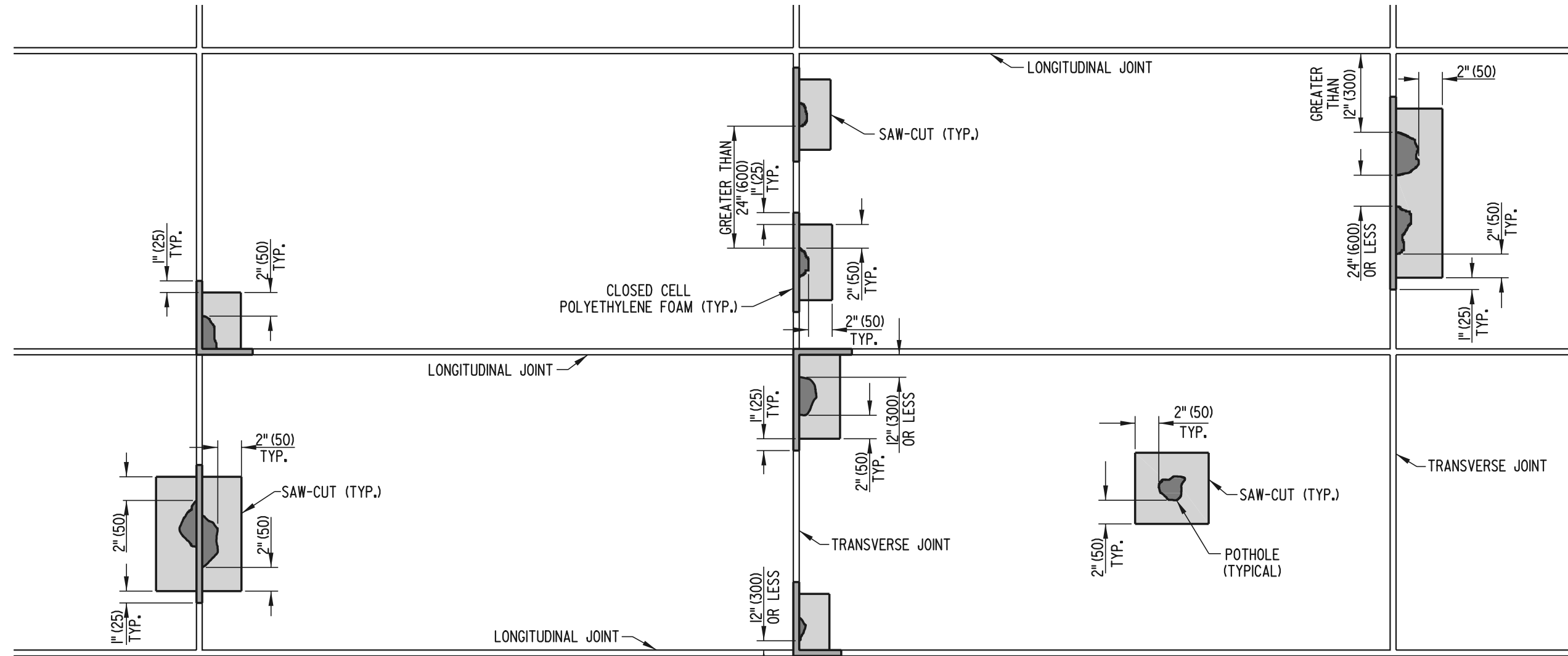
P.C.C. PAVEMENT PATCHING

STANDARD NO. P-2 (2001)

SHT. 4 OF 5

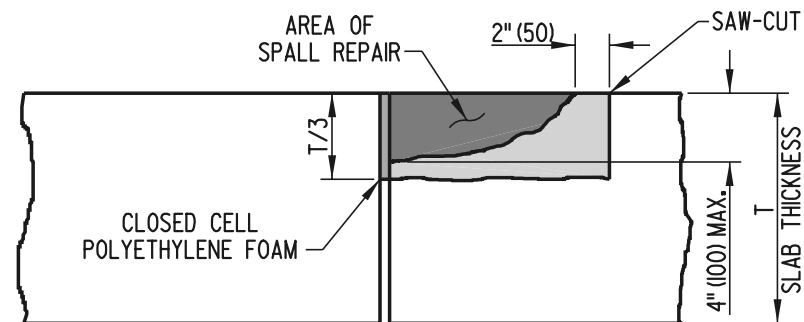
APPROVED *Ryan M. Harkness* 6/18/01  
CHIEF ENGINEER DATE

RECOMMENDED *Michael P. Gotsch* 6/18/01  
DESIGN ENGINEER DATE

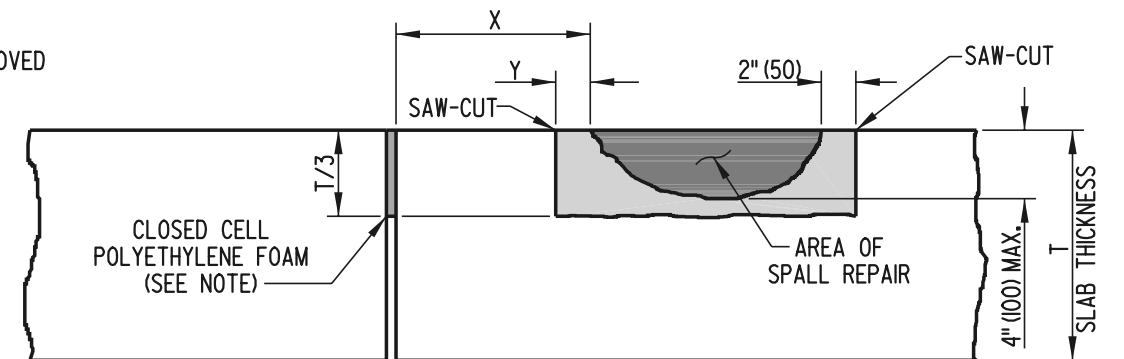


**PLAN**

**NOTE:** CLOSED CELL POLYETHYLENE FOAM SHALL BE THE SAME WIDTH AS THE JOINT AND 5" (125) IN DEPTH. AFTER THE CONCRETE IN THE REPAIR AREA HAS ACHIEVED THE SPECIFIED STRENGTH, THE FOAM SHALL BE REMOVED AND REPLACED WITH BACKER ROD AND HOT-POUR SEALANT MEETING ALL APPLICABLE STANDARD DETAILS AND SPECIFICATIONS.



**SECTION WITH SPALL ADJACENT TO JOINT**



**SECTION WITH SPALL NOT ADJACENT TO JOINT**

**NOTE:** WHEN  $X > 12" (300)$ , THEN  $Y = 1" (25)$  AND POLYETHYLENE FOAM IS NOT USED. WHEN  $X \leq 12" (300)$ , THEN  $Y = X$  AND POLYETHYLENE FOAM IS USED.

**PARTIAL DEPTH PATCH**



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**P.C.C. PAVEMENT PATCHING**

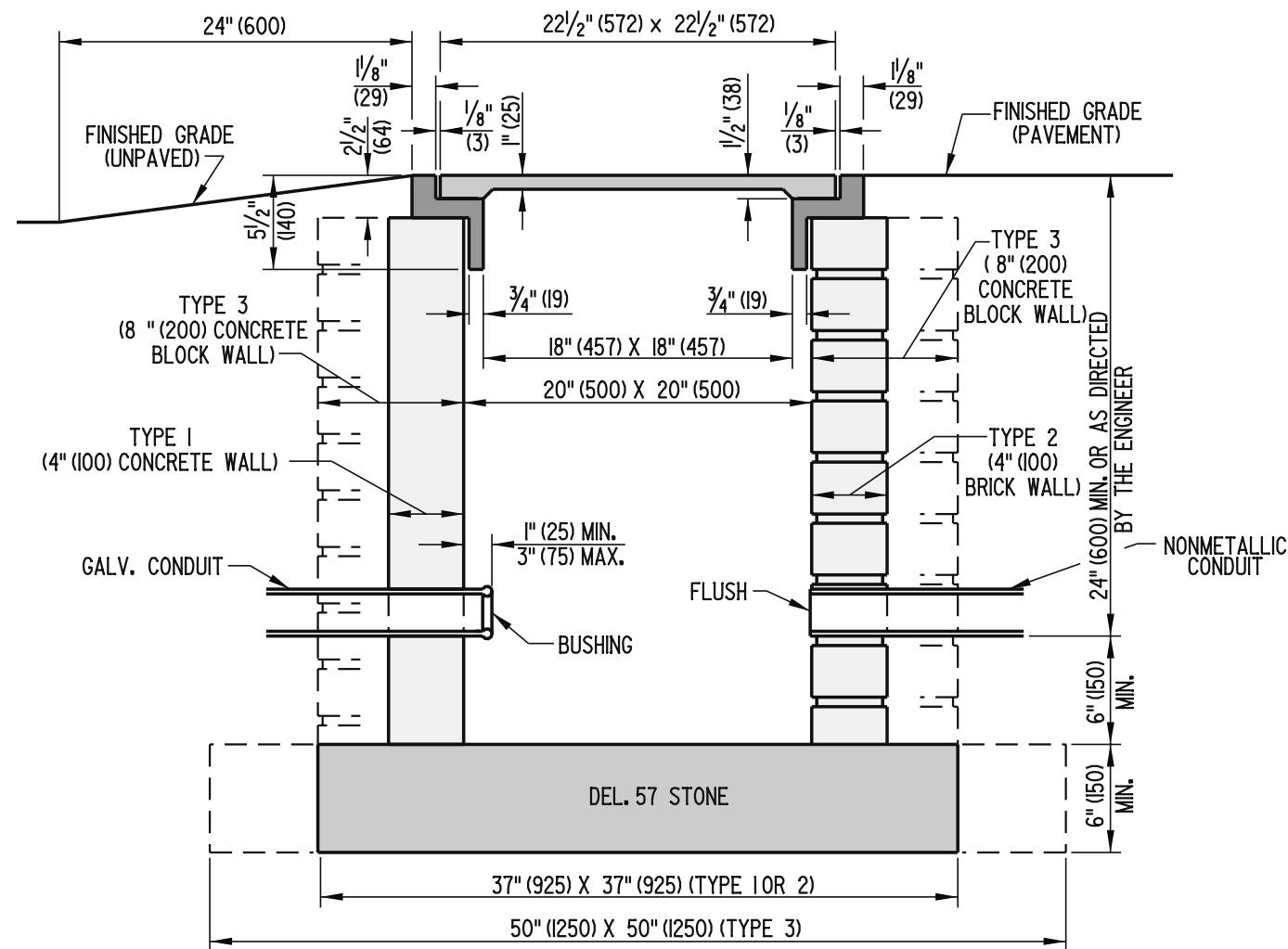
**STANDARD NO. P-2 (2001)**

**SHT. 5 OF 5**

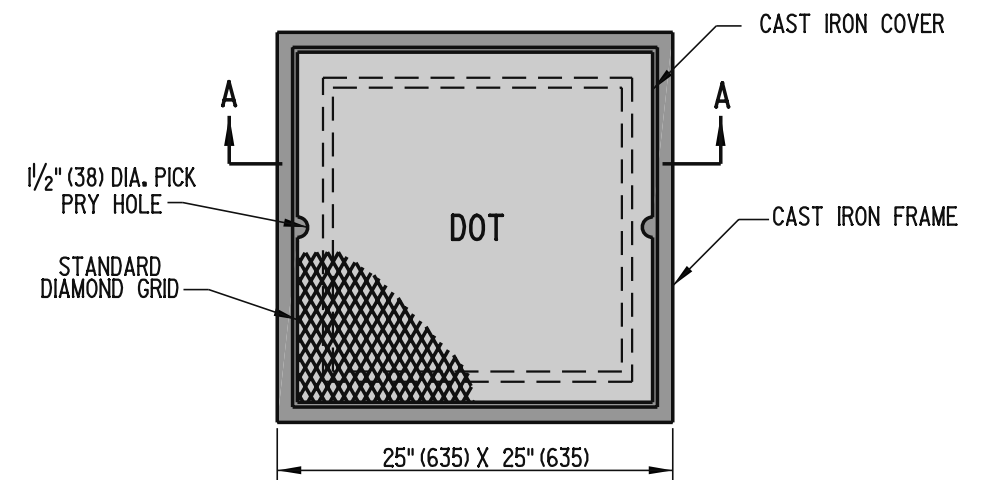
**APPROVED** *Ryan M. Hershman* **6/18/01**  
CHIEF ENGINEER DATE

**RECOMMENDED** *Michael P. Galt* **6/18/01**  
DESIGN ENGINEER DATE





**SECTION A-A**



**PLAN VIEW**

- NOTES:**
1. TYPE 1 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
  2. TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL BE BRICK AND WILL CONFORM TO STANDARD SPECIFICATIONS FOR BRICK MASONRY. JOINTS SHALL BE CONCAVE TYPE. TYPE 2 WALLS WILL BE A NOMINAL 4" (100) THICK. TYPE 3 WALL WILL BE A NOMINAL 8" (200) THICK.
  3. TYPE 2 AND TYPE 3 CONDUIT JUNCTION WELLS SHALL NOT BE PLACED UNDER ANY TYPE OF PAVEMENT.
  4. ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.



**DELAWARE  
DEPARTMENT OF TRANSPORTATION**

**CONDUIT JUNCTION WELL, TYPES 1, 2, AND 3**

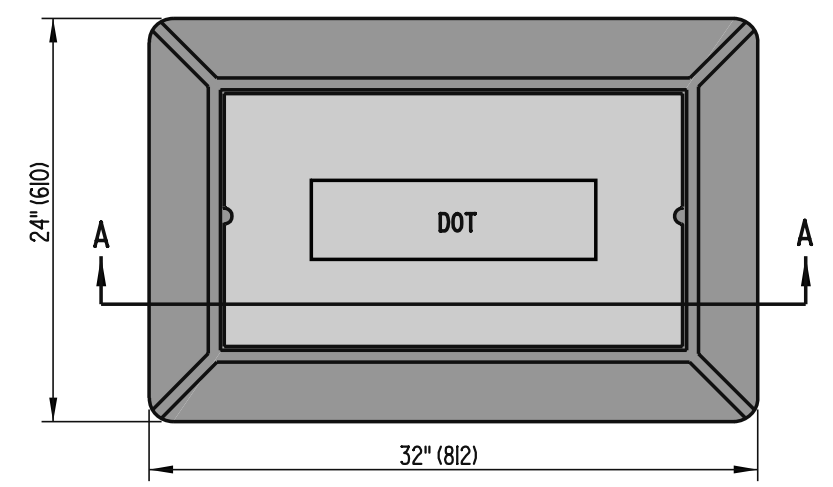
**STANDARD NO. T-1 (2005)**

**SHT. 1 OF 1**

**APPROVED** *Carolann Wick* **12/5/05**  
CHIEF ENGINEER DATE

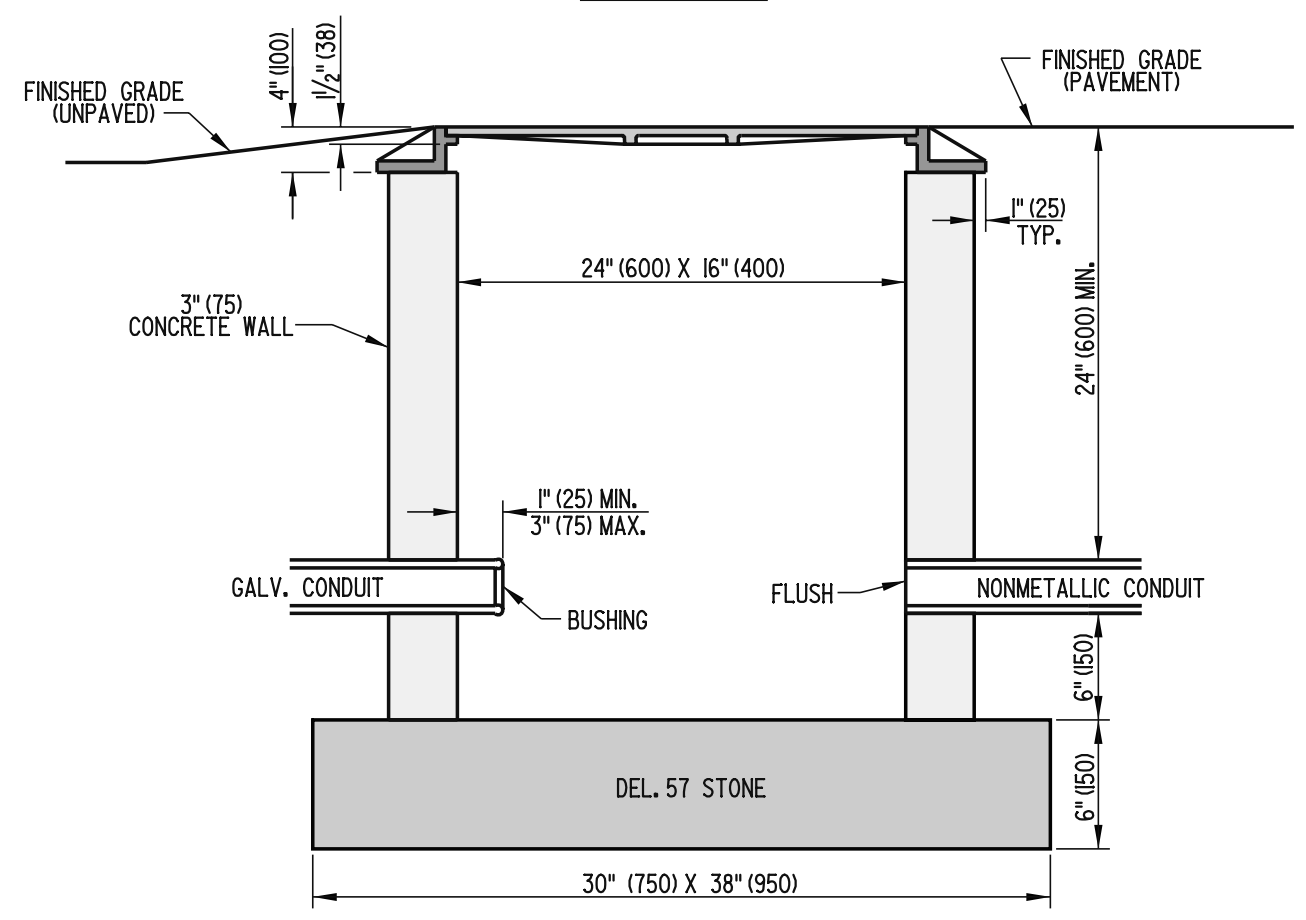
**RECOMMENDED** *James M. O'Brien* **11/29/05**  
DESIGN ENGINEER DATE






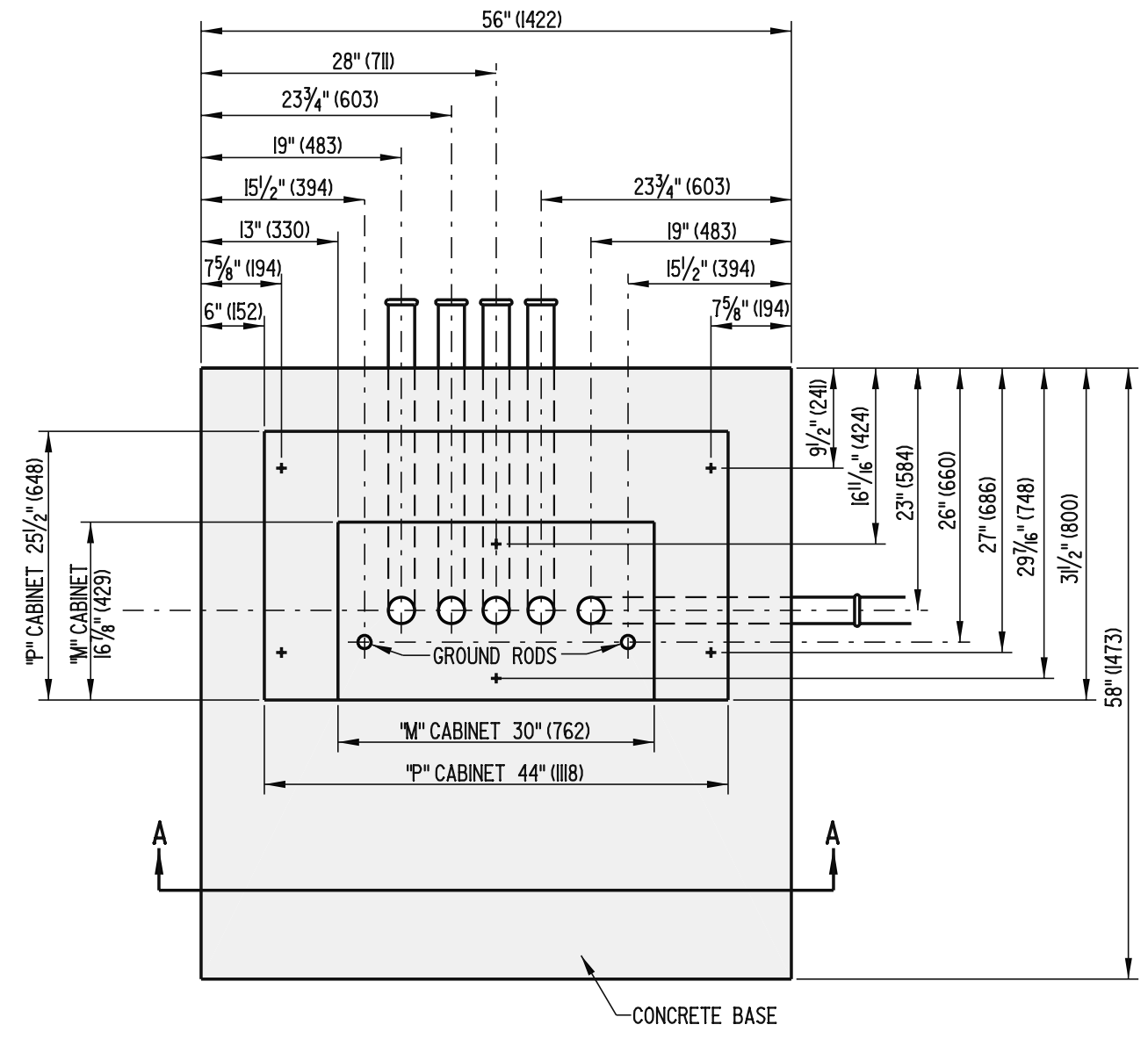
PLAN VIEW

- NOTES:** 1). TYPE 5 CONDUIT JUNCTION WELL SHALL BE PRECAST CONCRETE. AT LEAST ONE HOLE IN PRECAST WELLS WILL BE OF A 5" (125) DIAMETER COMPLETELY THROUGH THE WALL. UNUSED HOLES SHALL BE PLUGGED.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM CONDUIT JUNCTION WELL.

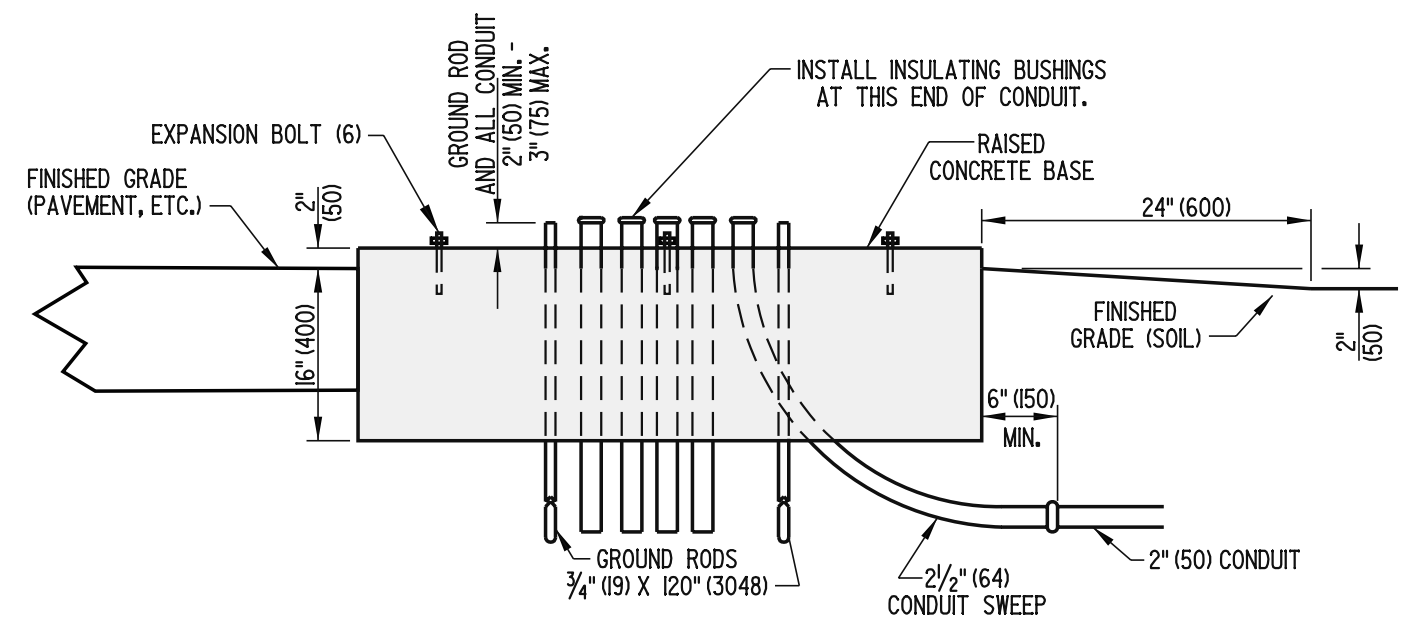


SECTION A-A

 DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 5			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-3 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




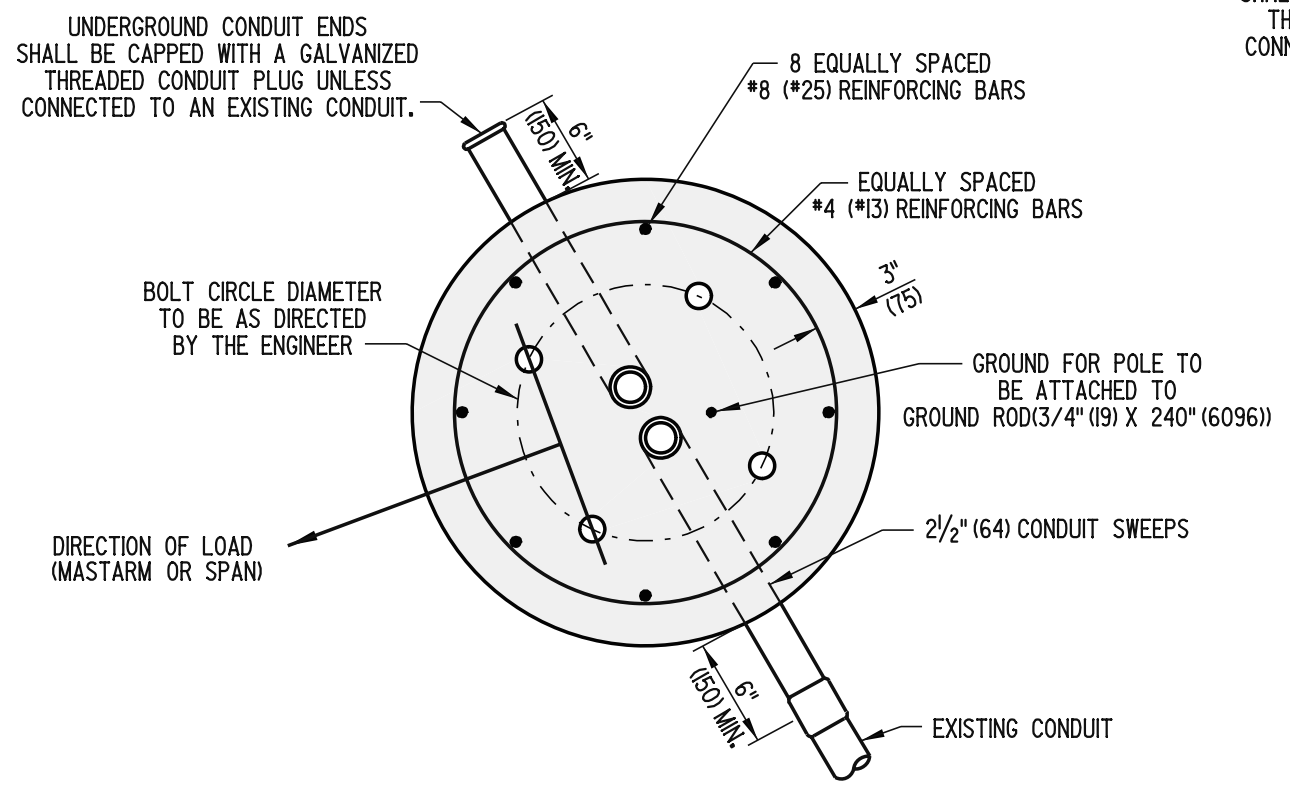
PLAN VIEW



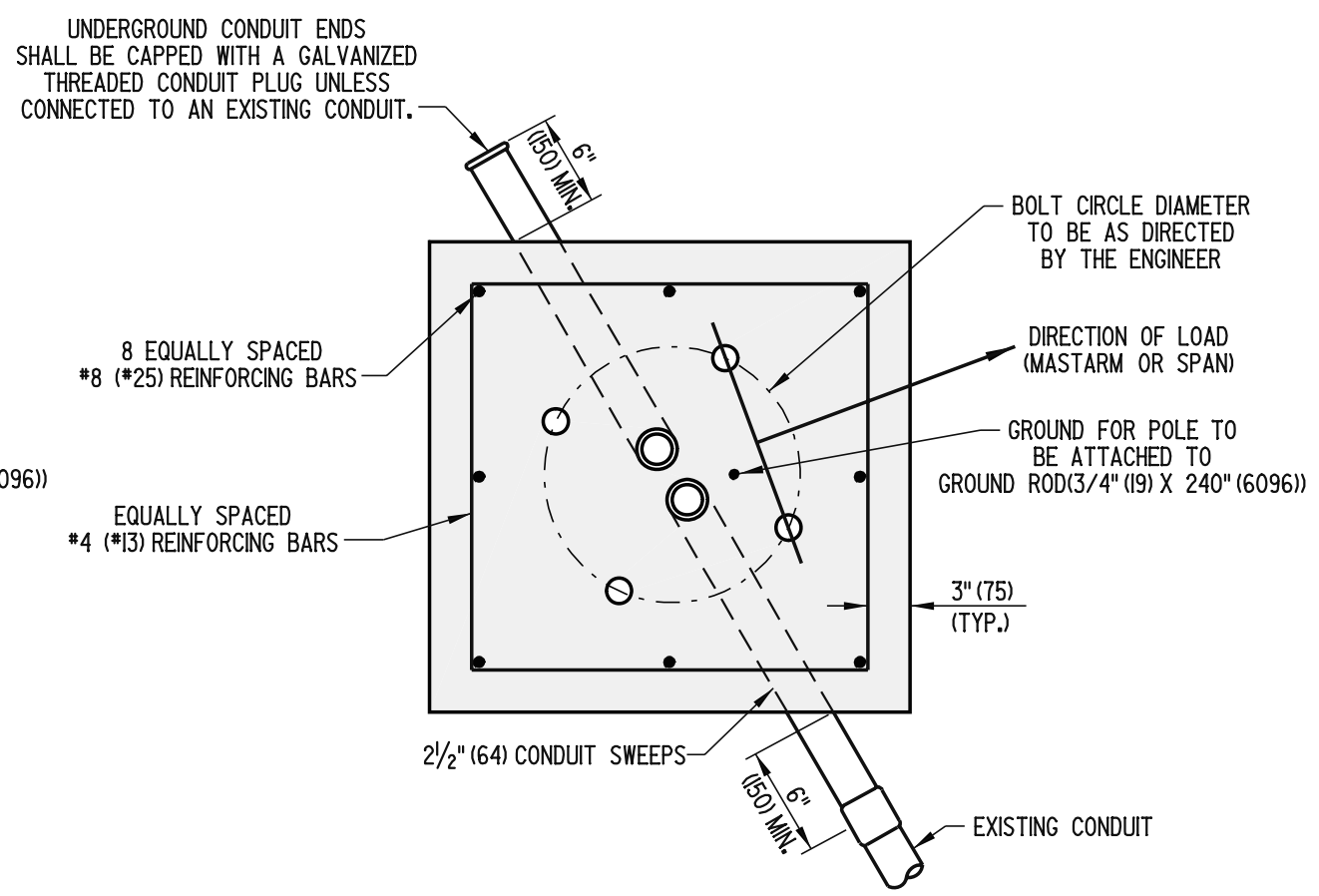
SECTION A-A

CONCRETE CABINET BASE

 DELAWARE DEPARTMENT OF TRANSPORTATION	CABINET BASES (TYPES 'M' & 'P')			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-4 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




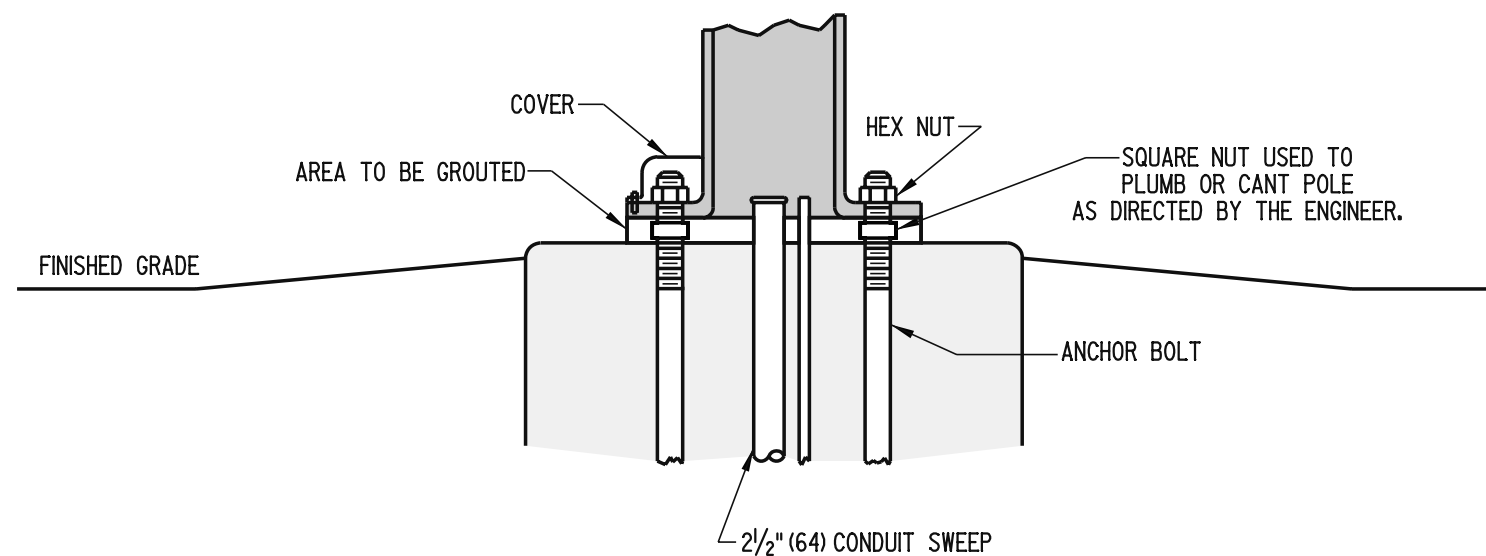
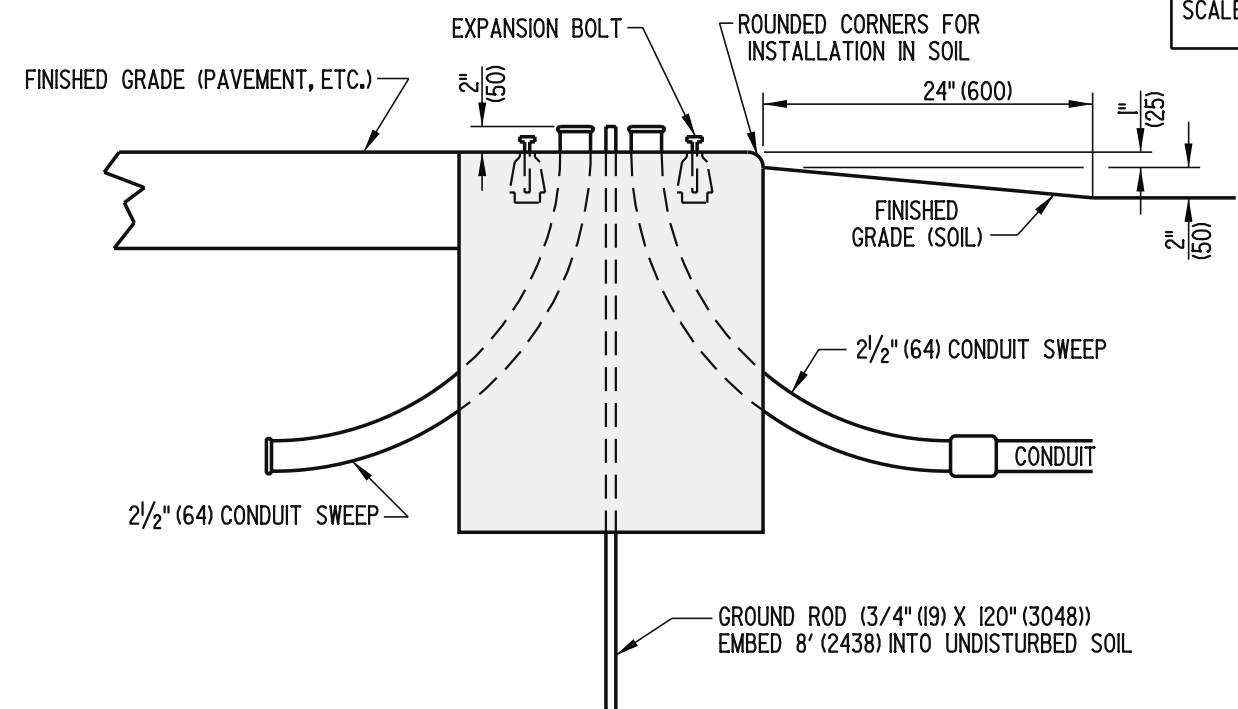
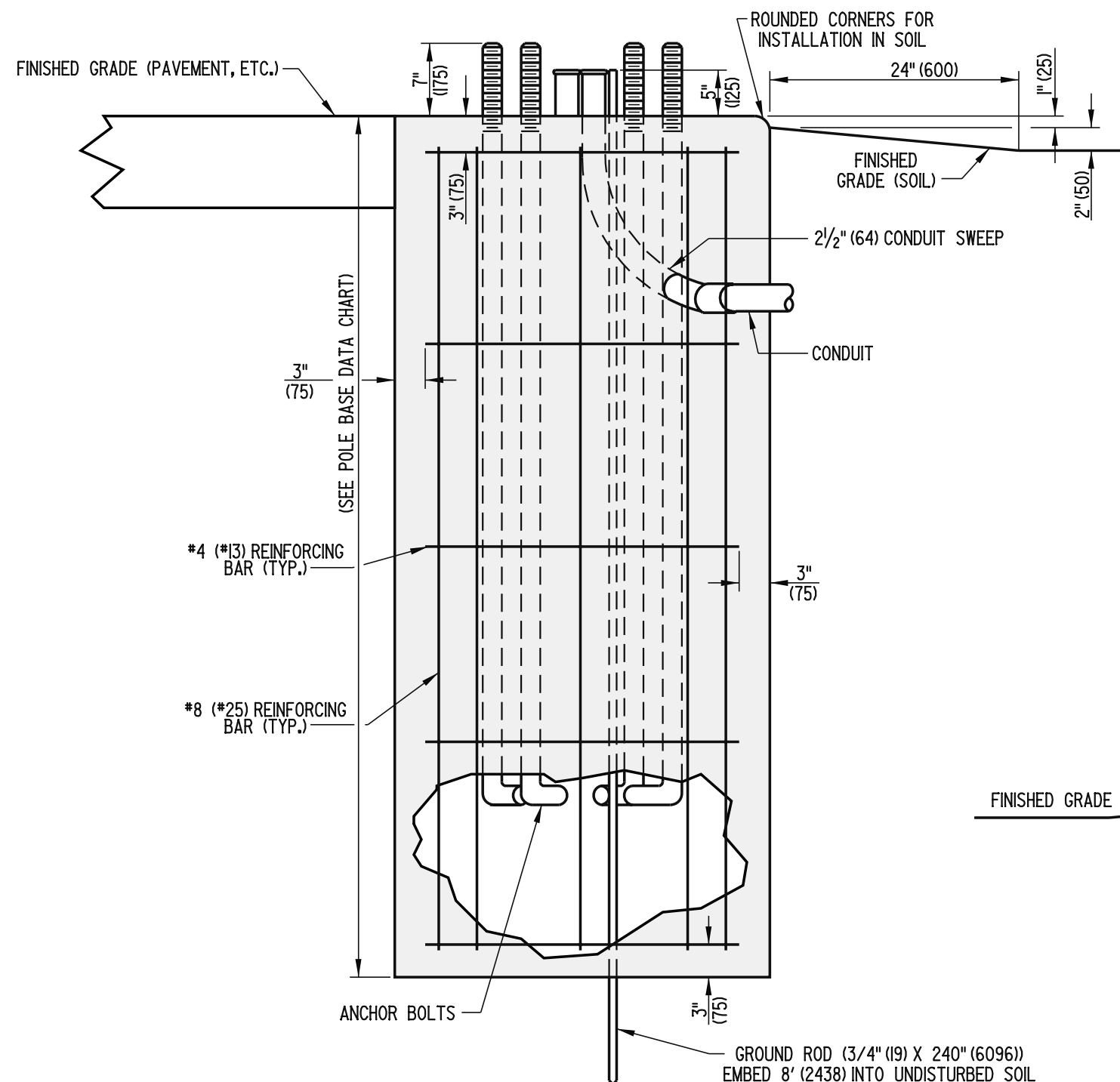
**ROUND BASE**



**SQUARE BASE**

NOTE: BASE DEPENDENT ON POLE AND EQUIPMENT TO BE ATTACHED.

 <b>DELAWARE</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>POLE BASES</b>			<b>APPROVED</b> <i>Carolann Wick</i> <b>12/5/05</b> CHIEF ENGINEER DATE
	<b>STANDARD NO.</b> <b>T-5 (2005)</b>	<b>SHT.</b> <b>1</b>	<b>OF</b> <b>3</b>	<b>RECOMMENDED</b> <i>James M. O'Brien</i> <b>11/29/05</b> DESIGN ENGINEER DATE



NOTES:

- 1.) PLACE 2 EACH 6" (150) LONG  $\times$   $\frac{1}{2}$ " (13) DIA. P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY ENGINEER.
- 2.) SEE POLE BASE DATA CHART FOR POLE BASE DIMENSIONS.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

## POLE BASES

STANDARD NO. T-5 (2005)

**SHT. 2 OF 3**

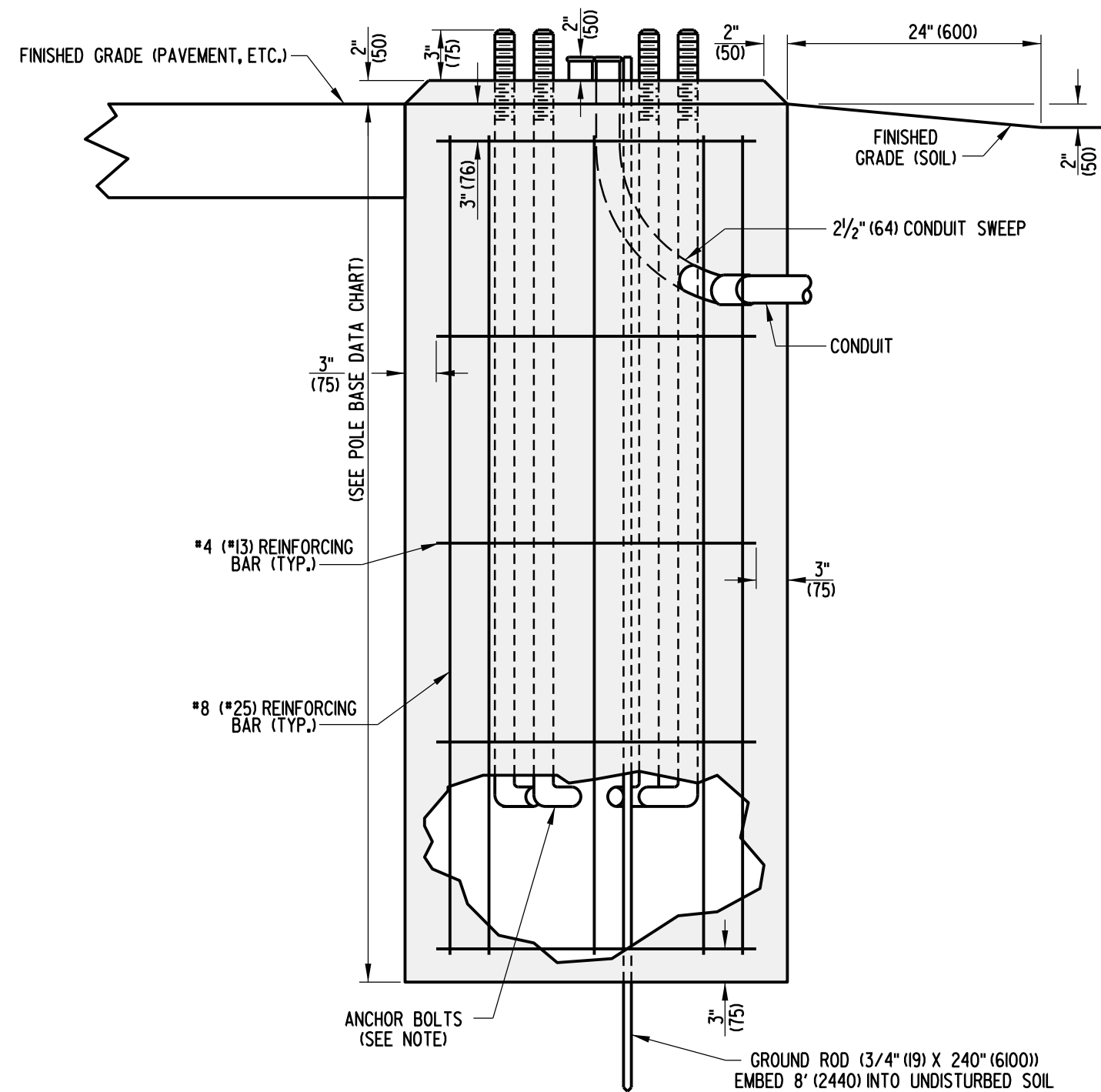
APPROVED Carolanne Wick  
CHIEF ENGINEER

12/5/05  
DATE

RECOMMENDED *James M. O'Brien*  
DESIGN ENGINEER

11/29/05  
DATE

09/08/2005



TYPICAL SECTION (BASES 5 AND 6)

NOTE:  
SEE SPECIFICATIONS AND DETAILS FROM CURRENT PURCHASING CONTRACT FOR ANCHOR BOLT DIMENSIONS.

POLE BASE DATA CHART				
POLE BASE TYPE #	DIAMETER	DEPTH *	#4 (#13) HORIZONTAL REINFORCING BARS	#8 (#25) VERTICAL REINFORCING BARS
1	36" (915)	7' (2150)	5	8
2	36" (915)	10' (3050)	6	8
2A	48" (1220)	8' (2450)	5	8
2B	60" (1525)	7' (2150)	5	8
3	48" (1220)	10' (3050)	6	8
3A	60" (1525)	9' (2750)	6	8
3B	72" (1830)	7' (2150)	5	8
4	24" (610)	2'-4" (725)	NONE	NONE
5	36" (915)	4' (1225)	NONE	NONE
6	24" (610)	6' (1850)	4	8
7	48" (1220)	13'-4" (4000)	7	8

\* - ADDITIONAL DEPTH FOR POLE BASE EXTENSION, IF REQUIRED, TO BE DETERMINED BY TRAFFIC ENGINEERING AND MANAGEMENT (TEAM) FIELD REPRESENTATIVE.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

POLE BASES

STANDARD NO. T-5 (2008)

SHT. 3 OF 3

APPROVED

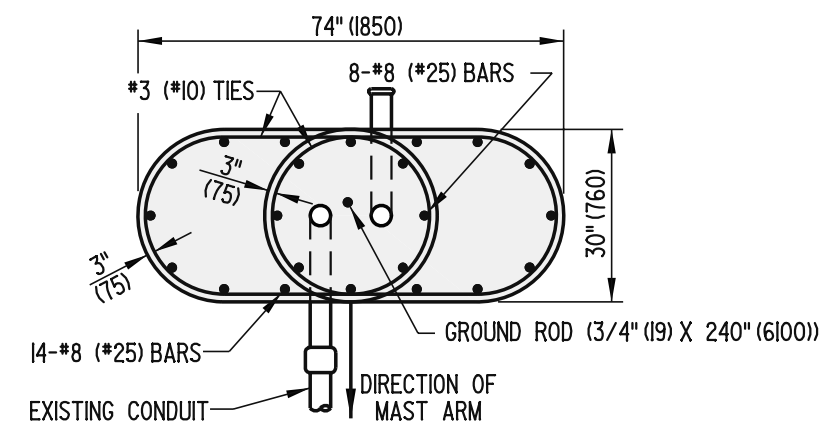
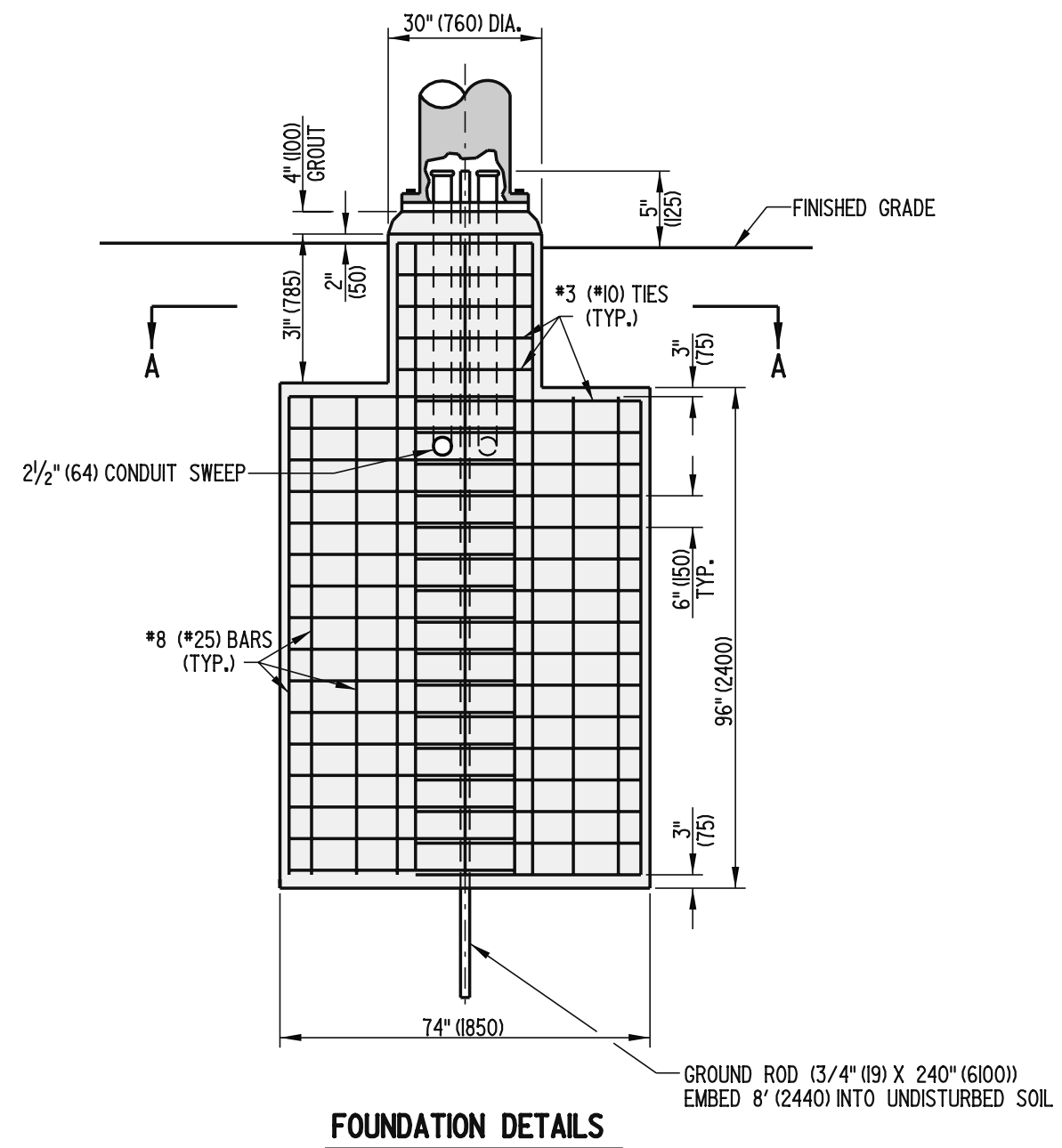
CHIEF ENGINEER

11/18/08  
DATE

RECOMMENDED

DESIGN ENGINEER

11/17/08  
DATE



**SECTION A-A**

- NOTES:**
1. UNDERGROUND CONDUIT ENDS SHALL BE CAPPED WITH A GALVANIZED THREADED CONDUIT PLUG UNLESS CONNECTED TO AN EXISTING CONDUIT.
  2. PLACE 2 EACH 6" (150) X 1/2" (13) P.V.C., SCHEDULE 40 (TYP) VENTS IN THE GROUT AS DIRECTED IN THE FIELD BY THE ENGINEER.



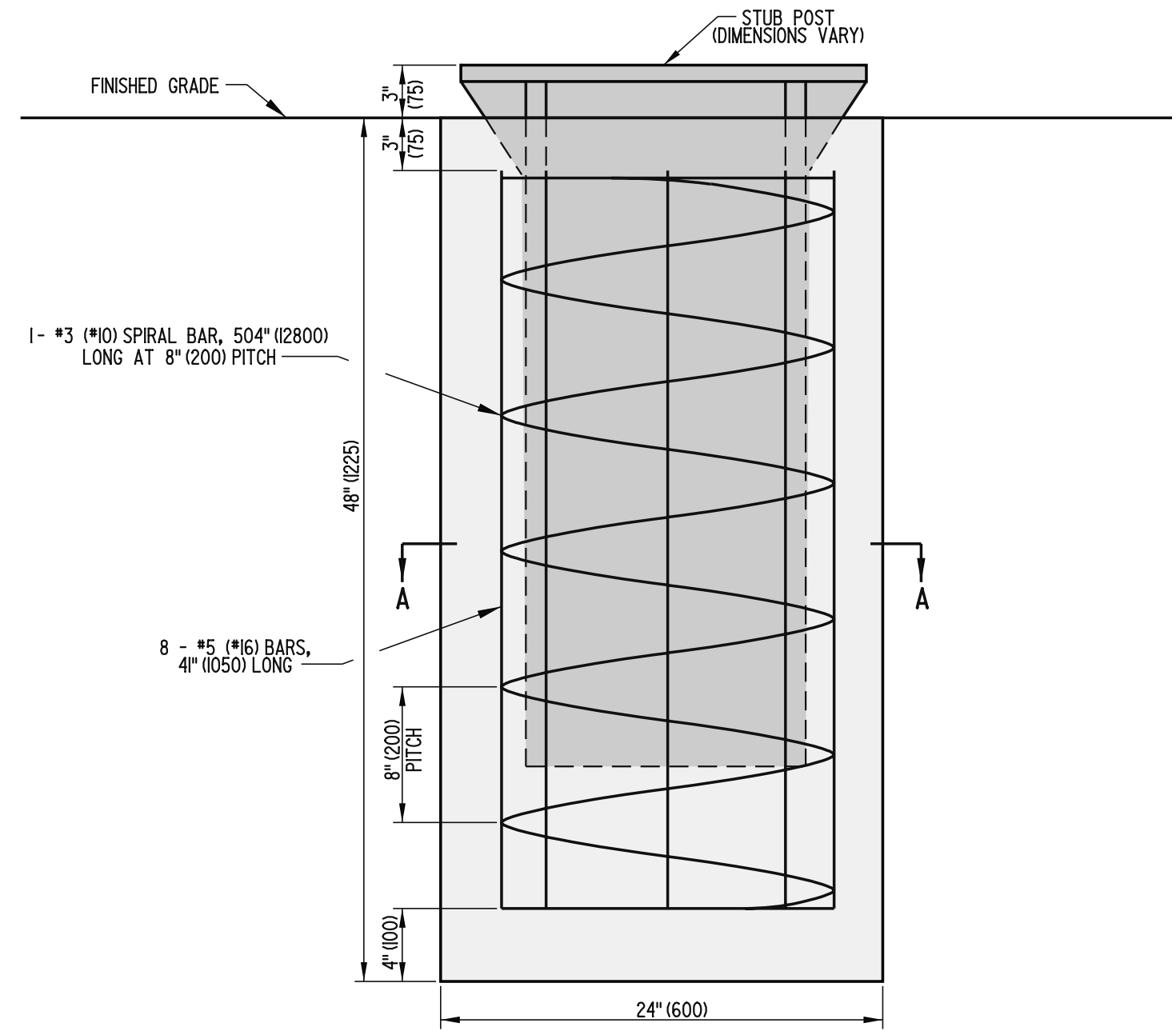
DELAWARE  
DEPARTMENT OF TRANSPORTATION

SPECIAL POLE BASE			
STANDARD NO.	T-6 (2005)	SHT.	1 OF 1

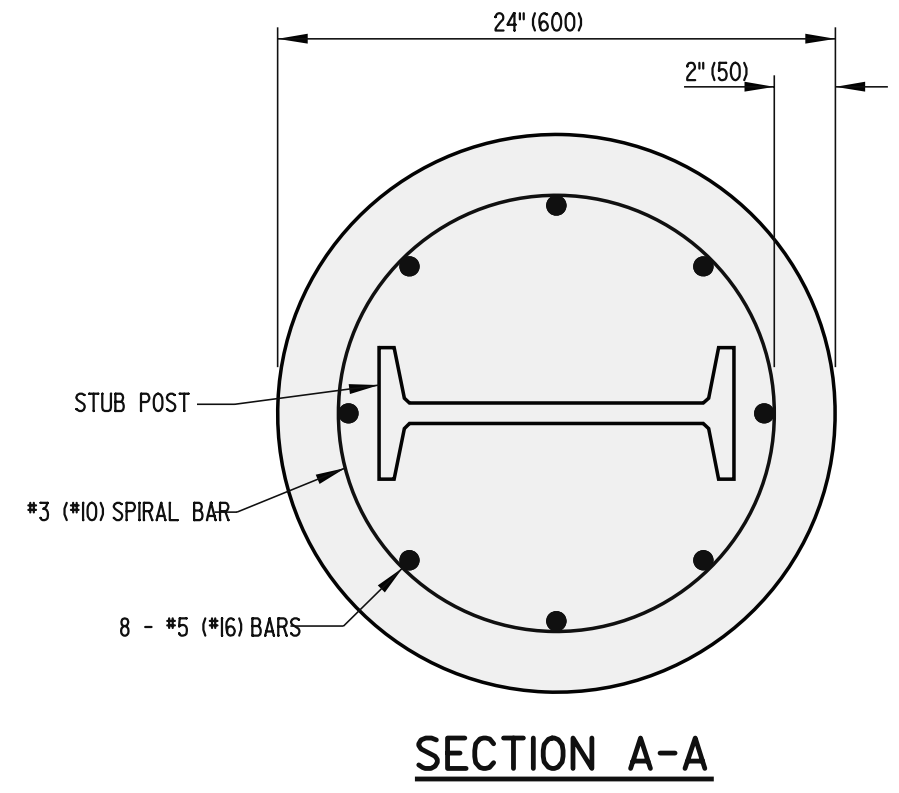
APPROVED *Carolann Wick* 12/5/05  
CHIEF ENGINEER DATE


RECOMMENDED *James M. O'Brien* 11/29/05  
DESIGN ENGINEER DATE



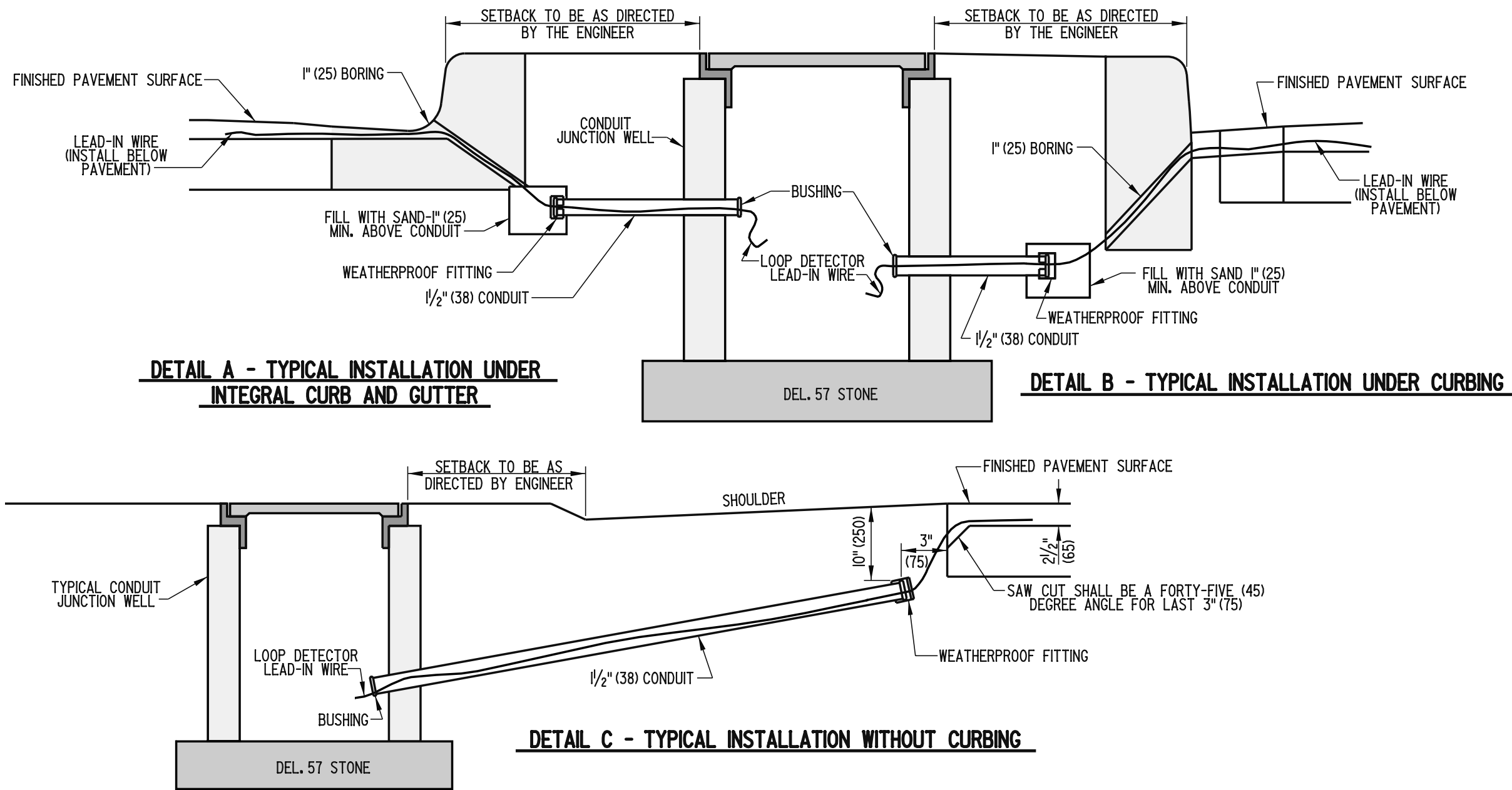



NOTES: 1). STUB POST TO BE SUPPLIED BY THE DEPARTMENTS TRAFFIC, ENGINEERING, AND MANAGEMENT SECTION.

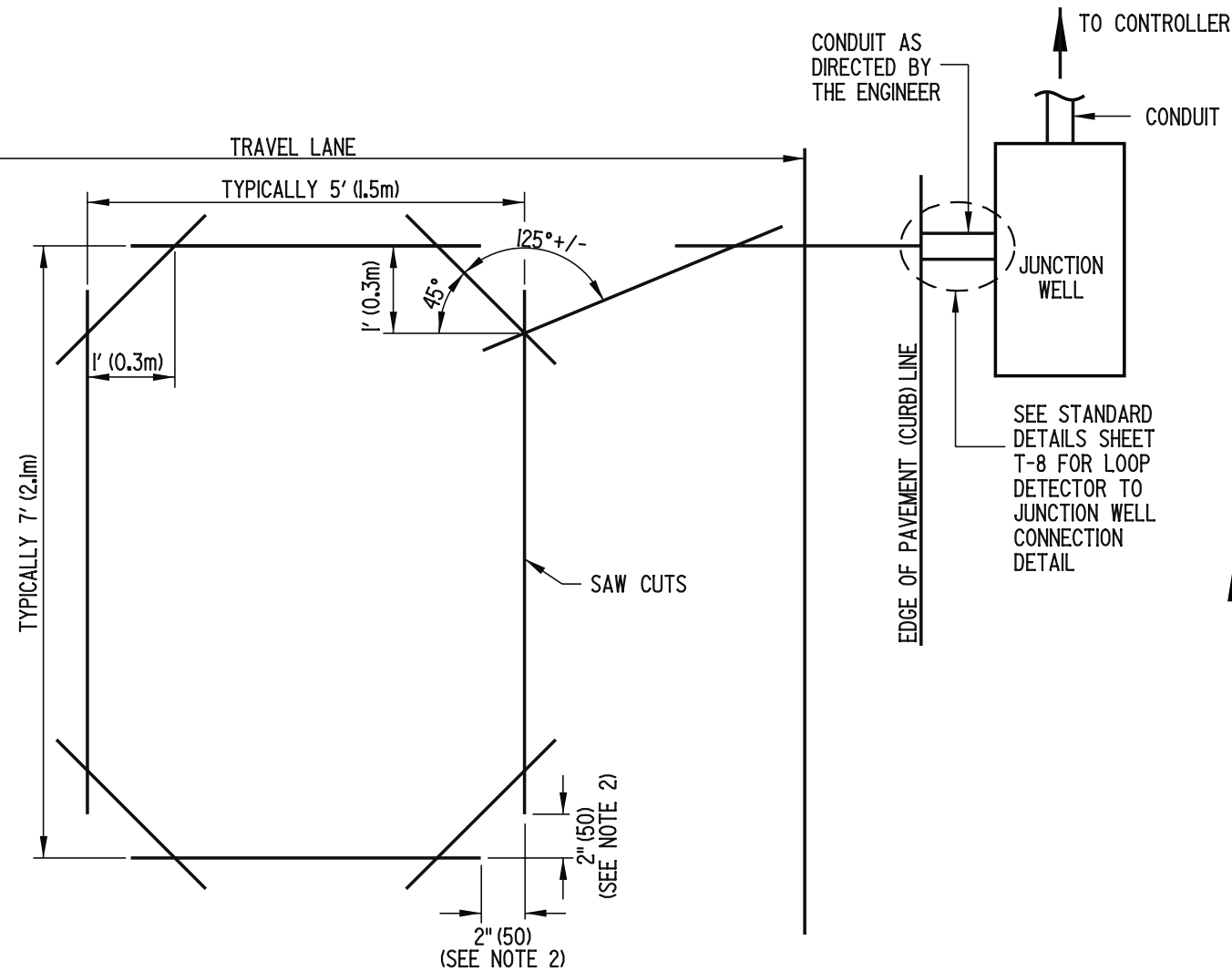


 <b>DELAWARE</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN FOUNDATION</b>			<b>APPROVED</b> <i>Carolann Wick</i> <b>12/5/05</b> <small>CHIEF ENGINEER DATE</small>
	<b>STANDARD NO.</b> T-7 (2005)	<b>SHT.</b> 1	<b>OF</b> 1	<b>RECOMMENDED</b> <i>James M. O'Brien</i> <b>11/29/05</b> <small>DESIGN ENGINEER DATE</small>

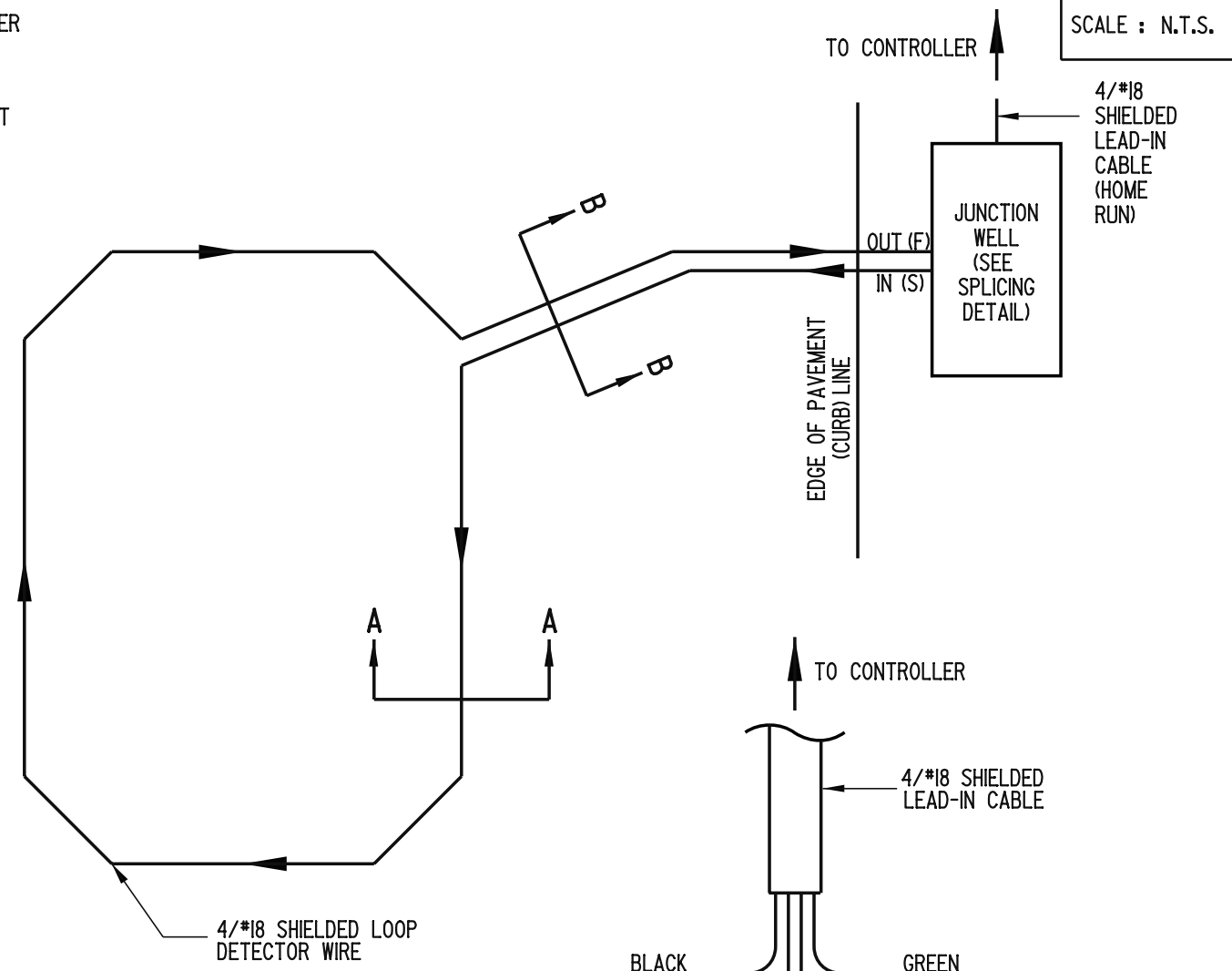
- NOTES:** 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE CONDUIT AGAINST ANY POSSIBLE DAMAGE IN PAVING OPERATIONS.
2. THE WEATHERPROOF FITTING SHALL CONSIST OF A GALVANIZED 1/2" (38) COUPLING CONTAINING A STEEL THREADED REDUCING BUSHING (1/2" (38) TO 3/4" (19)) AND A 3/4" (19) WATERTIGHT CONNECTOR FOR SERVICE ENTRANCE CABLE.
3. THE LEAD-IN WIRE SHALL BE RUN THROUGH THE RUBBER OF THE WEATHERPROOF FITTING.



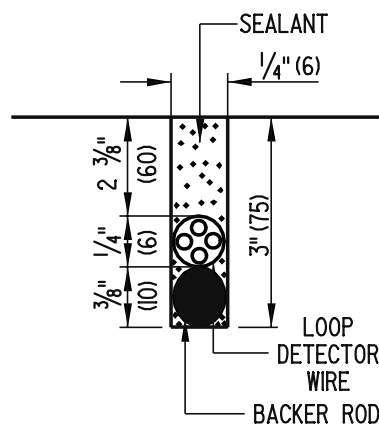
 DELAWARE DEPARTMENT OF TRANSPORTATION	LOOP DETECTOR TO CONDUIT JUNCTION WELL CONNECTION			APPROVED <i>Carolann Wick</i> 12/15/05 CHIEF ENGINEER DATE
	STANDARD NO. T-8 (2005)	SHT. 1	OF 1	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



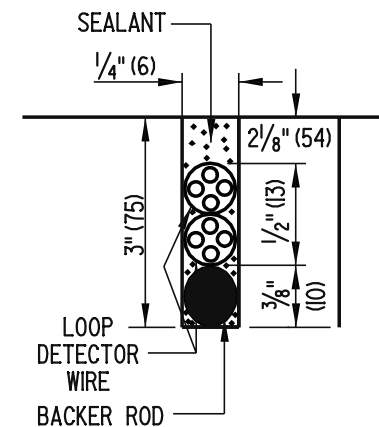
### WIRE SLOT CONSTRUCTION



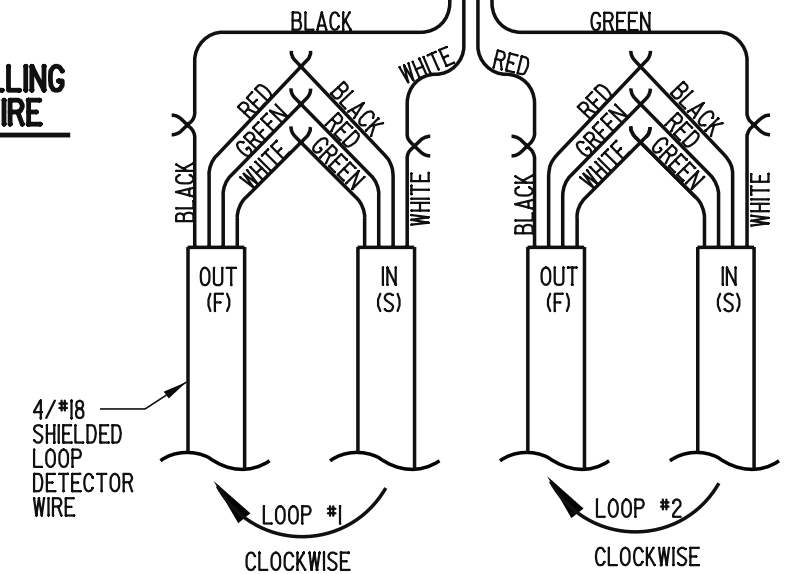
### DETAILS FOR INSTALLING LOOP DETECTOR WIRE (SINGLE WRAP)



### SECTION A - A



### SECTION B - B



### SPLICING DETAIL (SEE NOTE 3)

#### NOTES:

- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 12" (300) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.
- 3). A MAXIMUM OF TWO LOOP DETECTORS CAN BE SPLICED TO ONE LEAD-IN CABLE, THE DETAIL ILLUSTRATES THE METHOD OF SPLICING TWO LOOP DETECTORS (LOOP #1 AND LOOP #2) TO A LEAD-IN CABLE.
- 4). LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

#### TYPE #1 LOOP DETECTOR

STANDARD NO. T-9 (2005)

SHT. 1 OF 1

APPROVED *Carolann Wick*

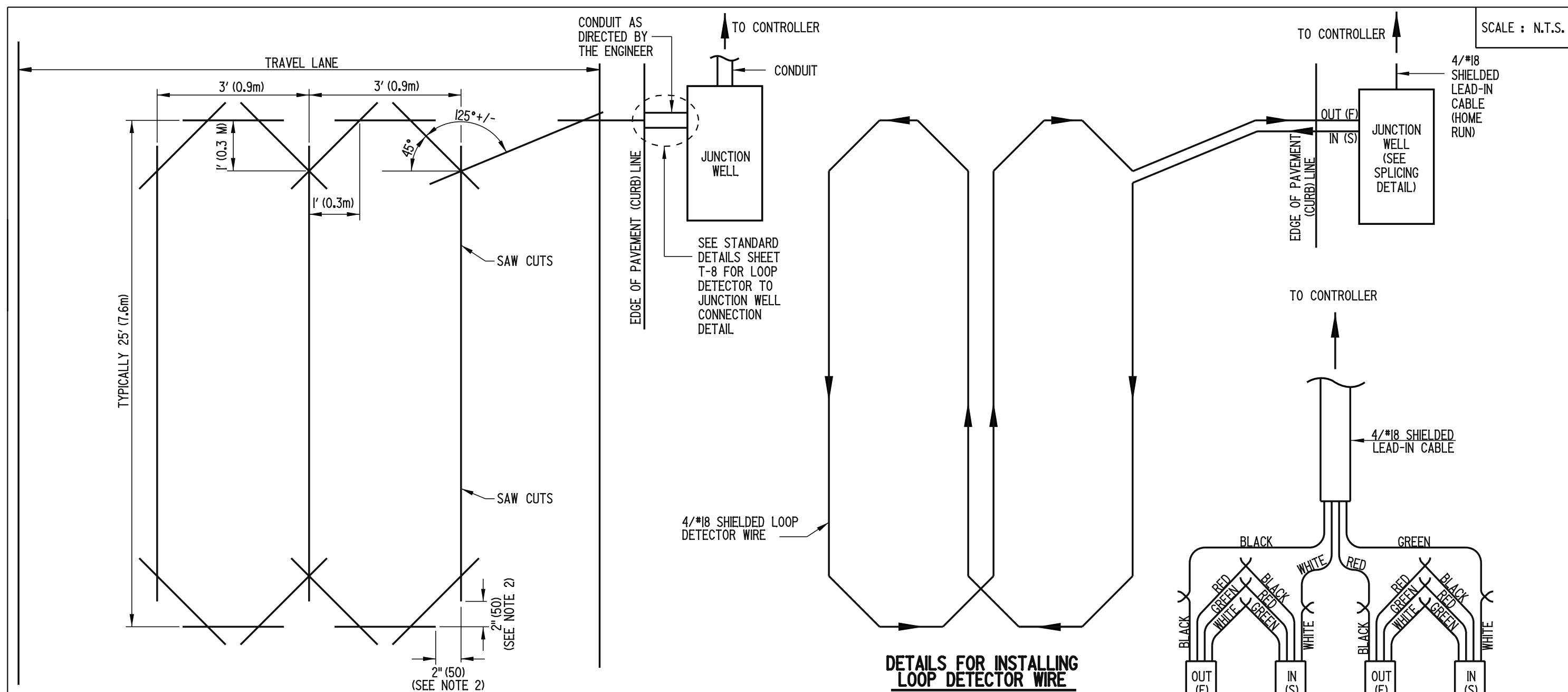
CHIEF ENGINEER

12/5/05  
DATE

RECOMMENDED *James M. O'Brien*

DESIGN ENGINEER

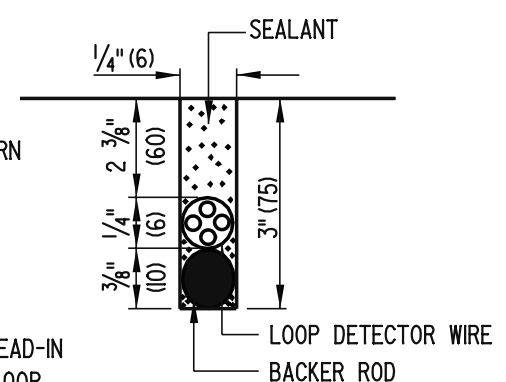
11/29/05  
DATE



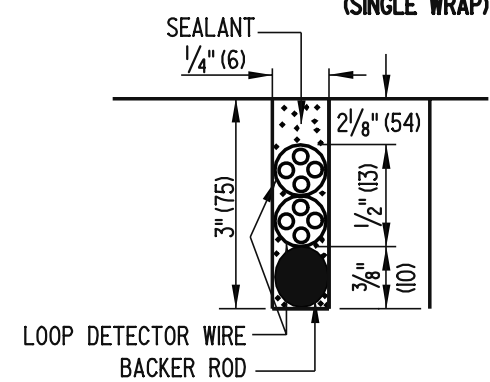
### WIRE SLOT CONSTRUCTION

#### NOTES:

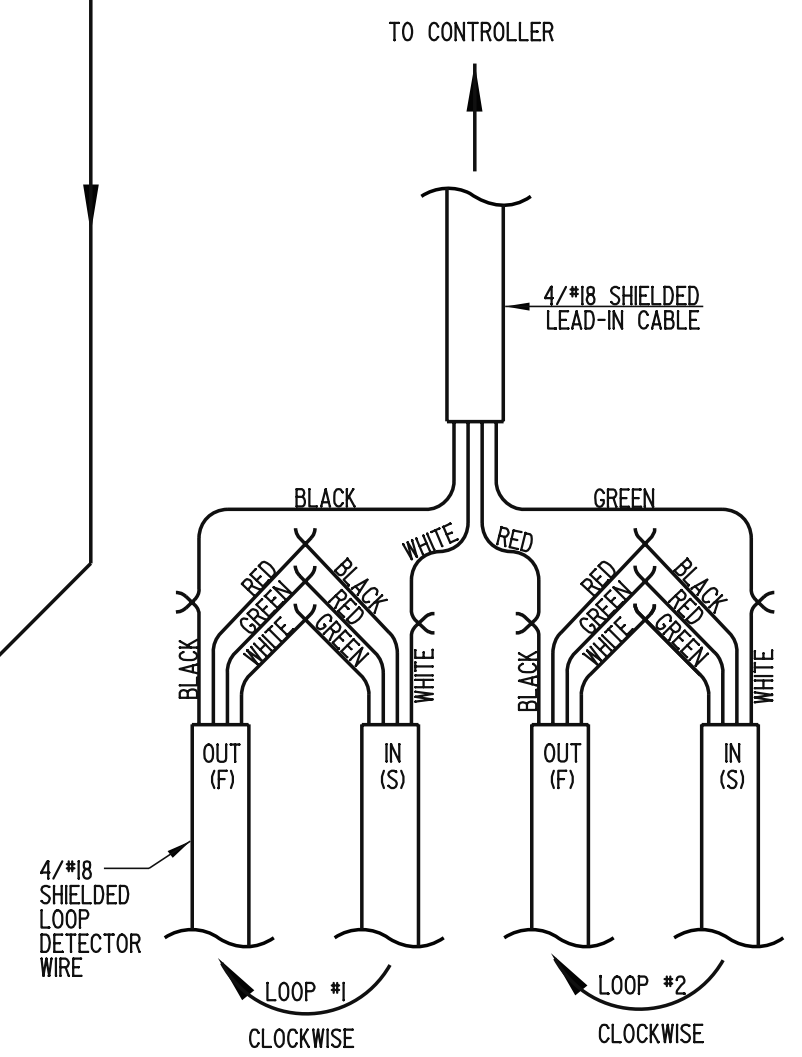
- 1). SAW CUTS FOR WIRE SLOT CONSTRUCTION SHALL BE EXTENDED BEYOND THE CORNERS SO THAT THE SLOT IS FULL DEPTH AT TURN POINTS. A FORTY-FIVE (45) DEGREE ANGLE SHALL BE CUT 1' (0.3m) BACK FROM THE POINT OF THE EXTENDED CORNER.
- 2). THE LONGITUDINAL / TRANSVERSE CUT SHALL BE STOPPED APPROXIMATELY 2" (50) FROM THE CORNER TO PREVENT THE TRIANGULAR PORTION OF THE PAVEMENT FROM BREAKING.
- 3). A MAXIMUM OF TWO LOOP DETECTORS CAN BE SPLICED TO ONE LEAD-IN CABLE. THE DETAIL ILLUSTRATES THE METHOD OF SPLICING TWO LOOP DETECTORS (LOOP #1 AND LOOP #2) TO A LEAD-IN CABLE.
- 4). LOOP DETECTOR SHALL BE CENTERED IN TRAVEL LANE.




SECTION A - A



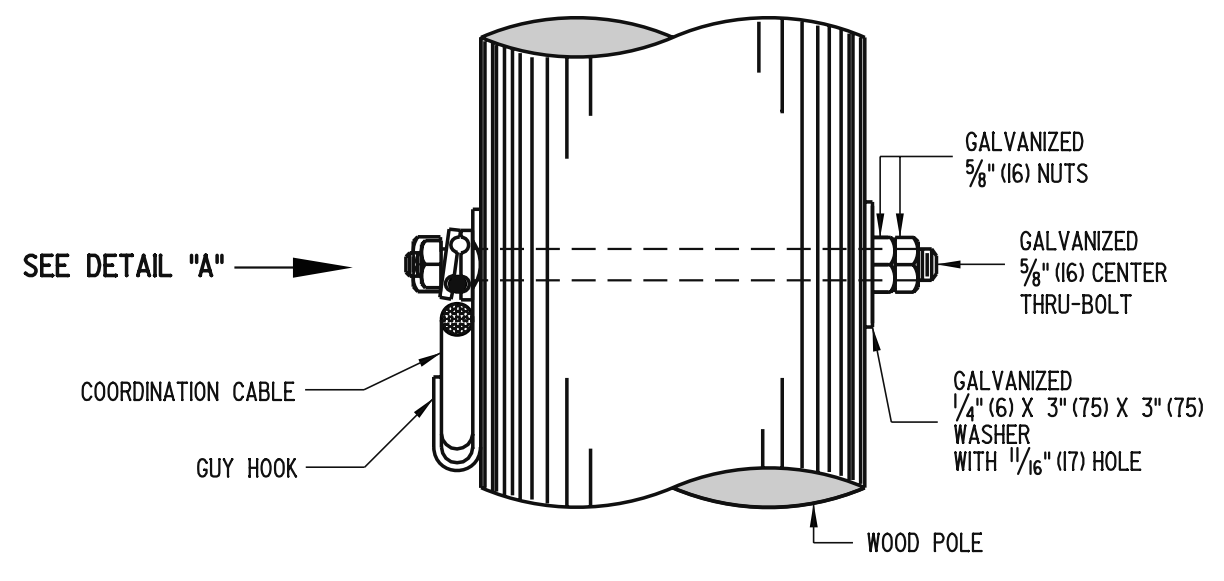
SECTION B - B



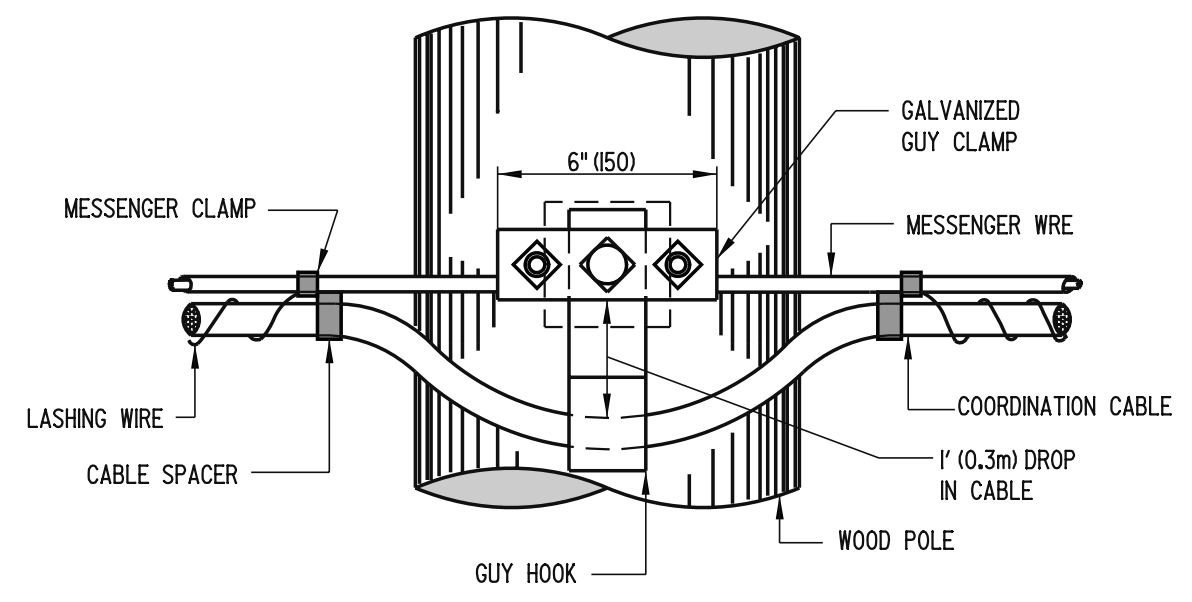
SPlicing DETAIL  
(SEE NOTE 3)

 <b>DELAWARE</b> DEPARTMENT OF TRANSPORTATION	TYPE #2 LOOP DETECTOR			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-10 (2005)	SHT. 1	OF 1	RECOMMENDED <i>John M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE

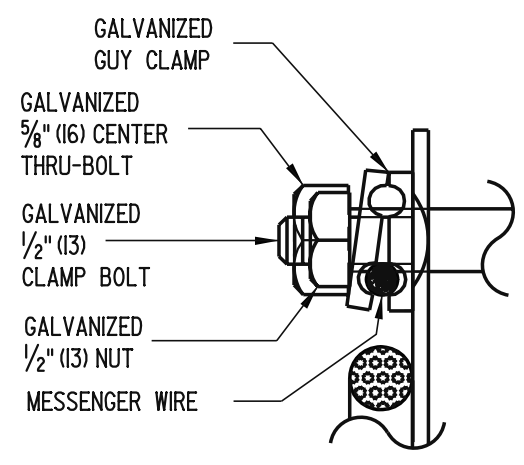
INTERMEDIATE



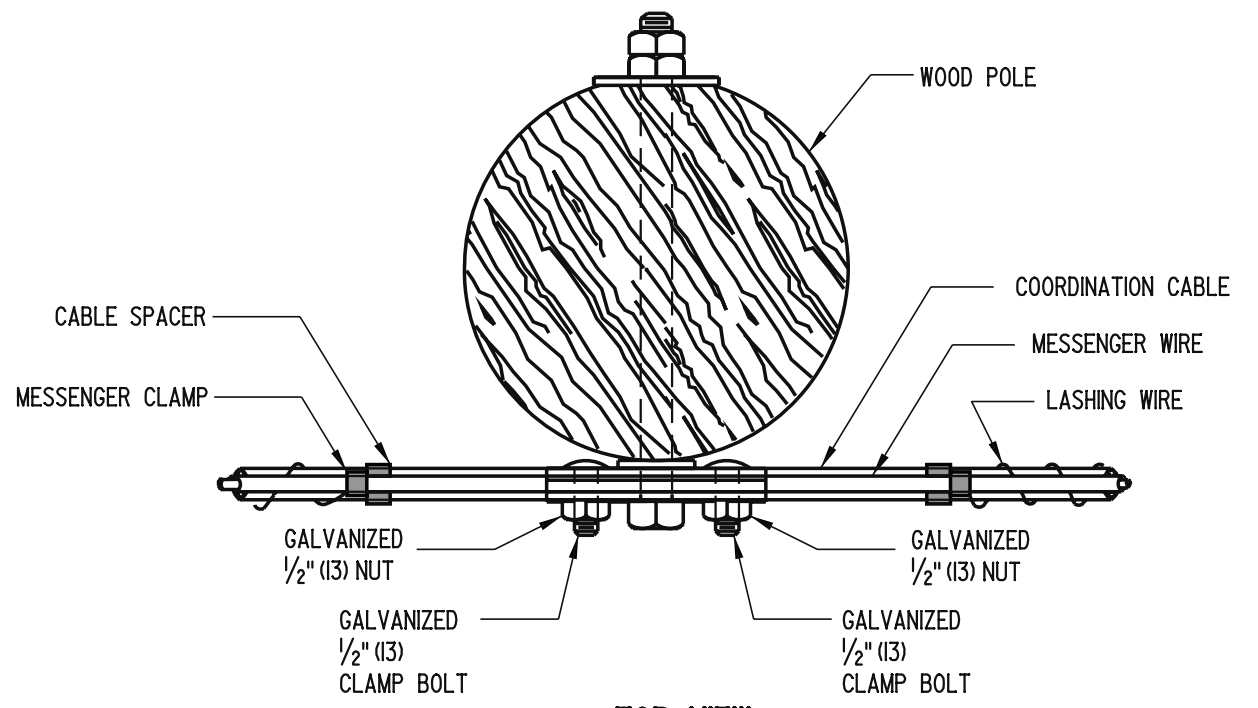
SIDE VIEW




FRONT VIEW

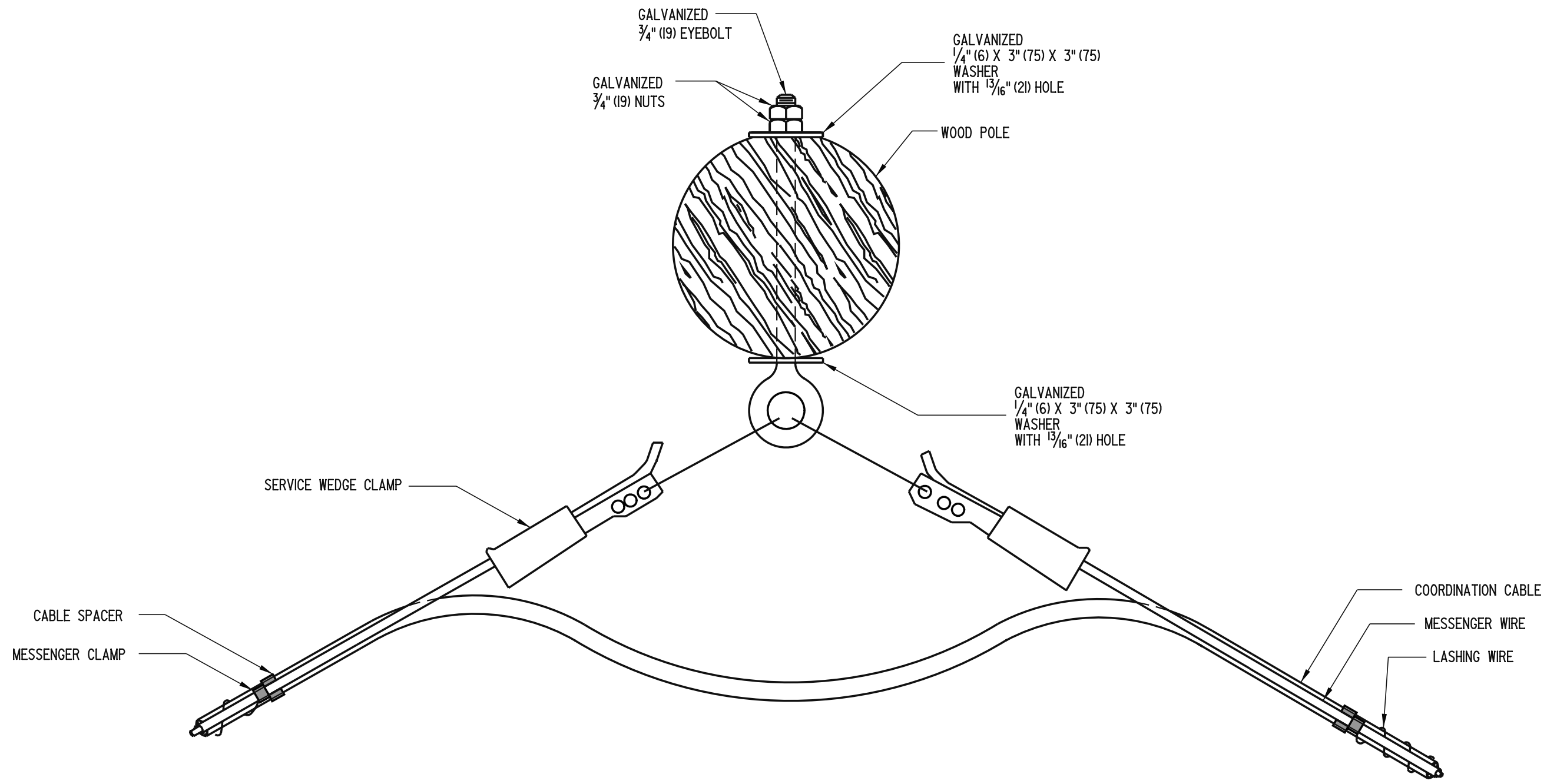


DETAIL "A"




TOP VIEW

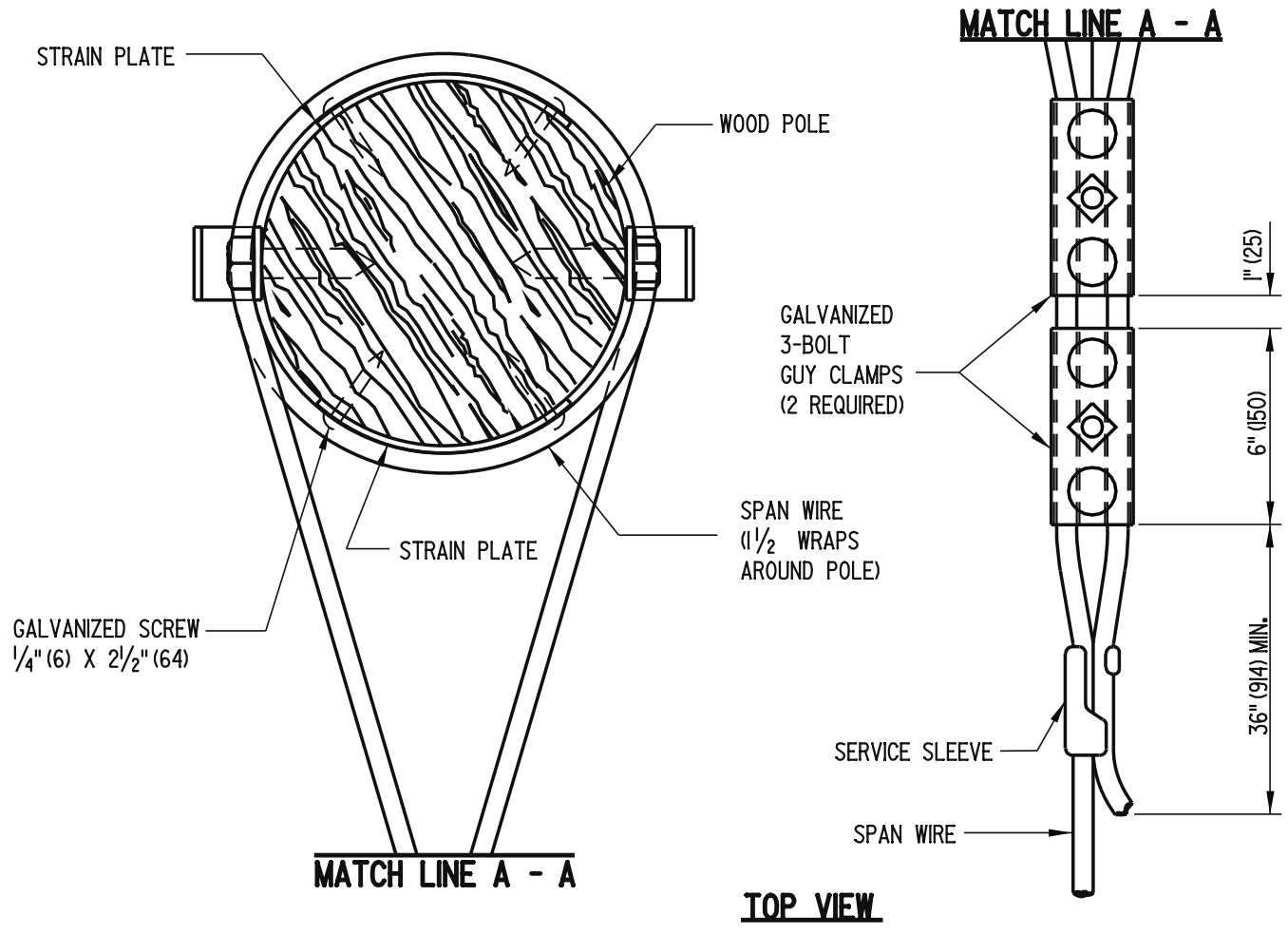
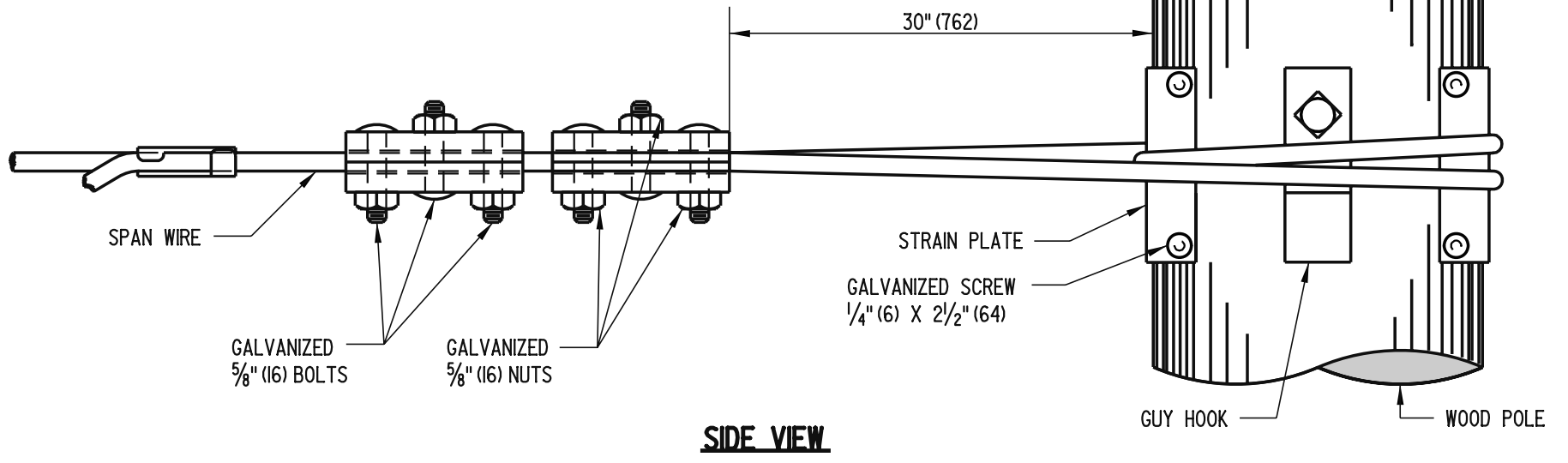
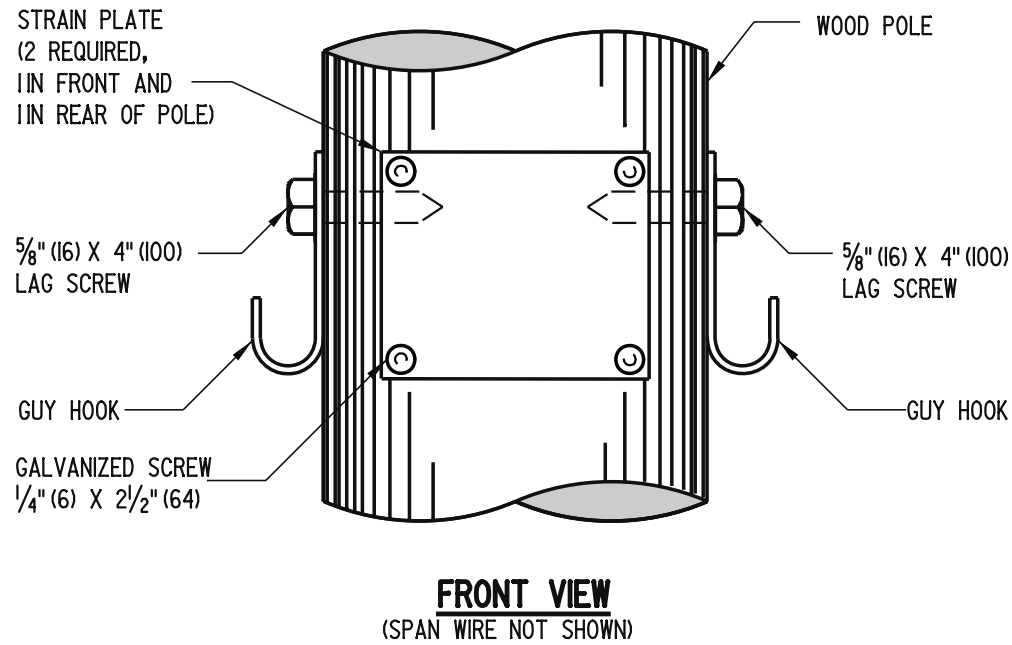
 DELAWARE DEPARTMENT OF TRANSPORTATION	INTERMEDIATE MESSENGER WIRE ATTACHMENT ON WOOD POLES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-11 (2005)	SHT. 1	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE




TOP VIEW

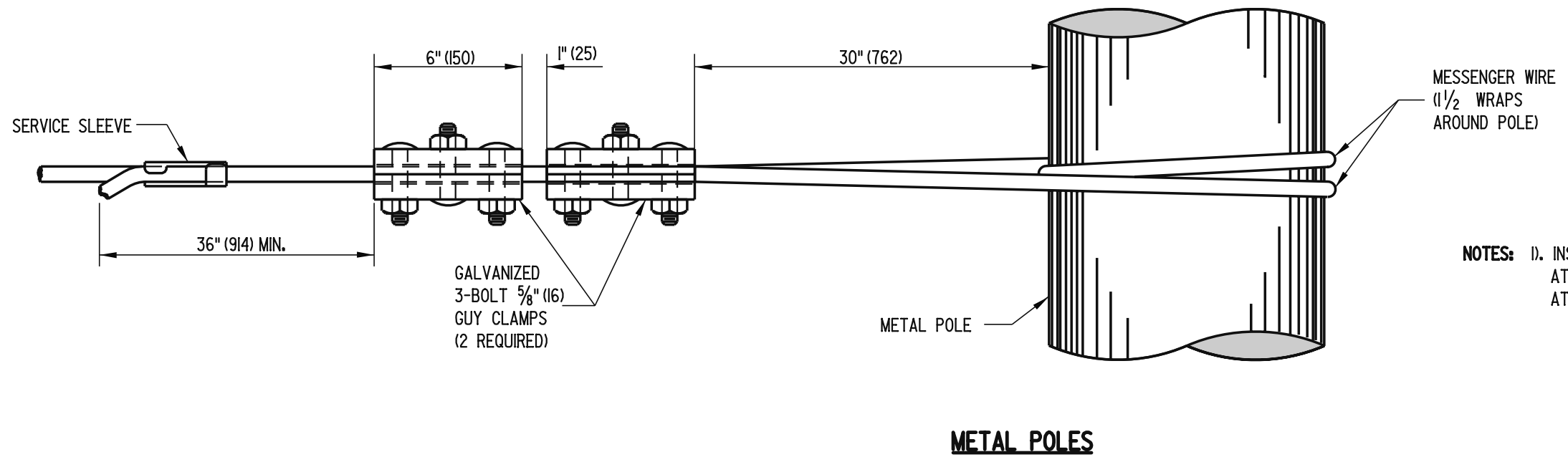
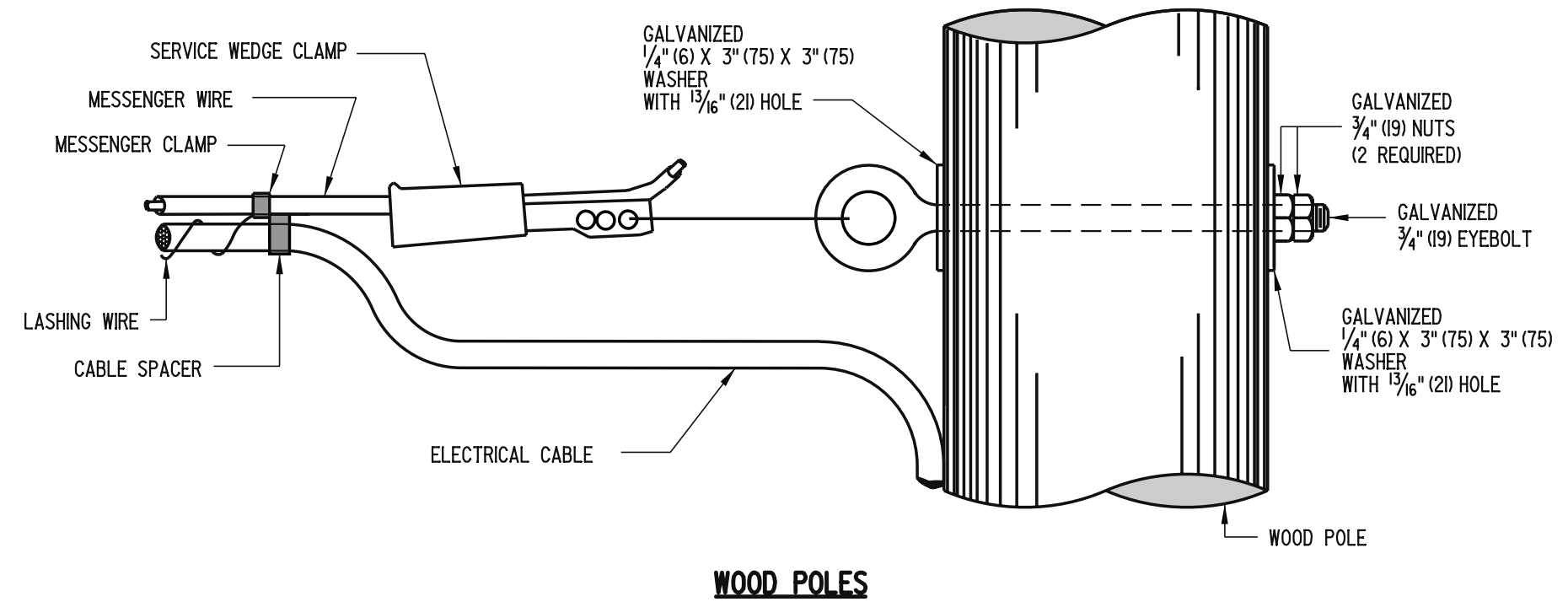
 DELAWARE DEPARTMENT OF TRANSPORTATION	ANGULAR INTERMEDIATE MESSENGER WIRE ATTACHMENT			APPROVED <i>Carolann Wick</i> CHIEF ENGINEER	12/5/05 DATE
	STANDARD NO. T-11 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> DESIGN ENGINEER	11/29/05 DATE

SCALE : N.T.S.




**NOTE:** SPAN WIRE ATTACHMENT BETWEEN METAL POLES IS THE SAME AS SHOWN FOR WOOD POLES EXCEPT THAT THE STRAIN PLATES AND GUY HOOKS ARE NOT USED. FOR DETAIL SEE T-14 SHEET 2 - "DEAD END MESSENGER WIRE ATTACHMENT, METAL POLES ".

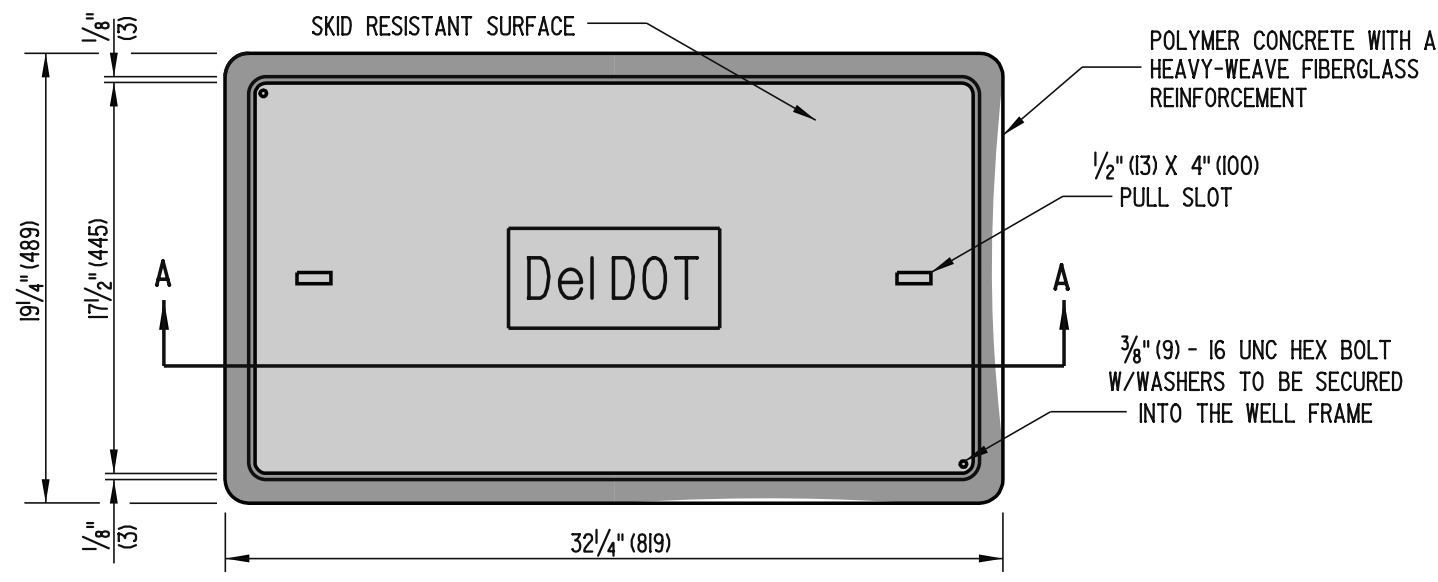
 DELAWARE DEPARTMENT OF TRANSPORTATION	SPAN WIRE ATTACHMENT BETWEEN POLES			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-12 (2005)	SHT. 1	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



**NOTES:** 1). INSTALLATION METHOD SHOWN FOR DEAD END MESSENGER WIRE ATTACHMENT TO METAL POLES SHALL BE USED FOR SPAN WIRE ATTACHMENT BETWEEN METAL POLES.

 <b>DELAWARE DEPARTMENT OF TRANSPORTATION</b>	<b>DEAD END MESSENGER WIRE ATTACHMENT</b>			<b>APPROVED</b> <i>Carolann Wick</i> <b>12/5/05</b>
	<b>STANDARD NO.</b> T-12 (2005)	<b>SHT.</b> 2	<b>OF</b> 2	<b>RECOMMENDED</b> <i>James M. O'Brien</i> <b>11/29/05</b>

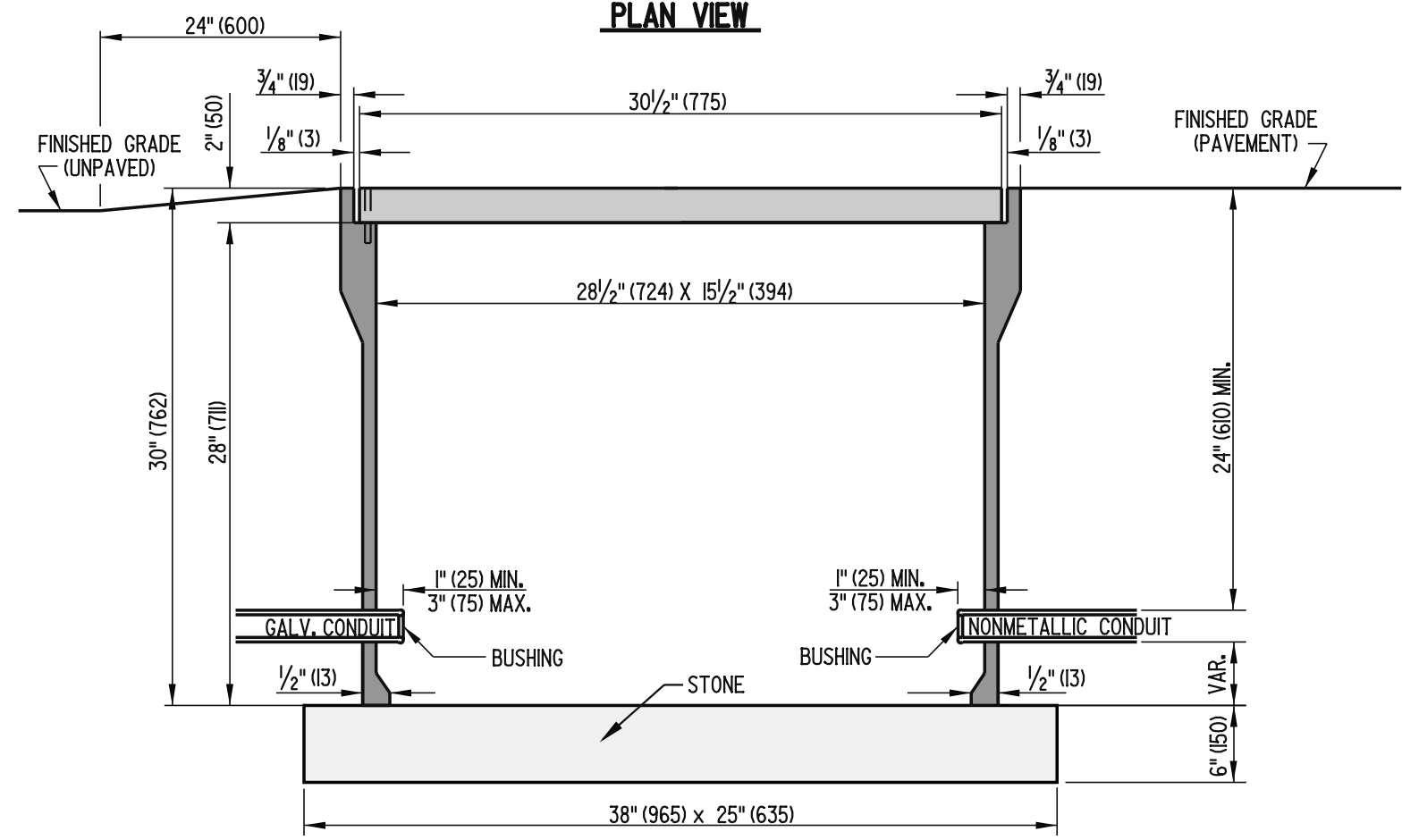





NOTES:

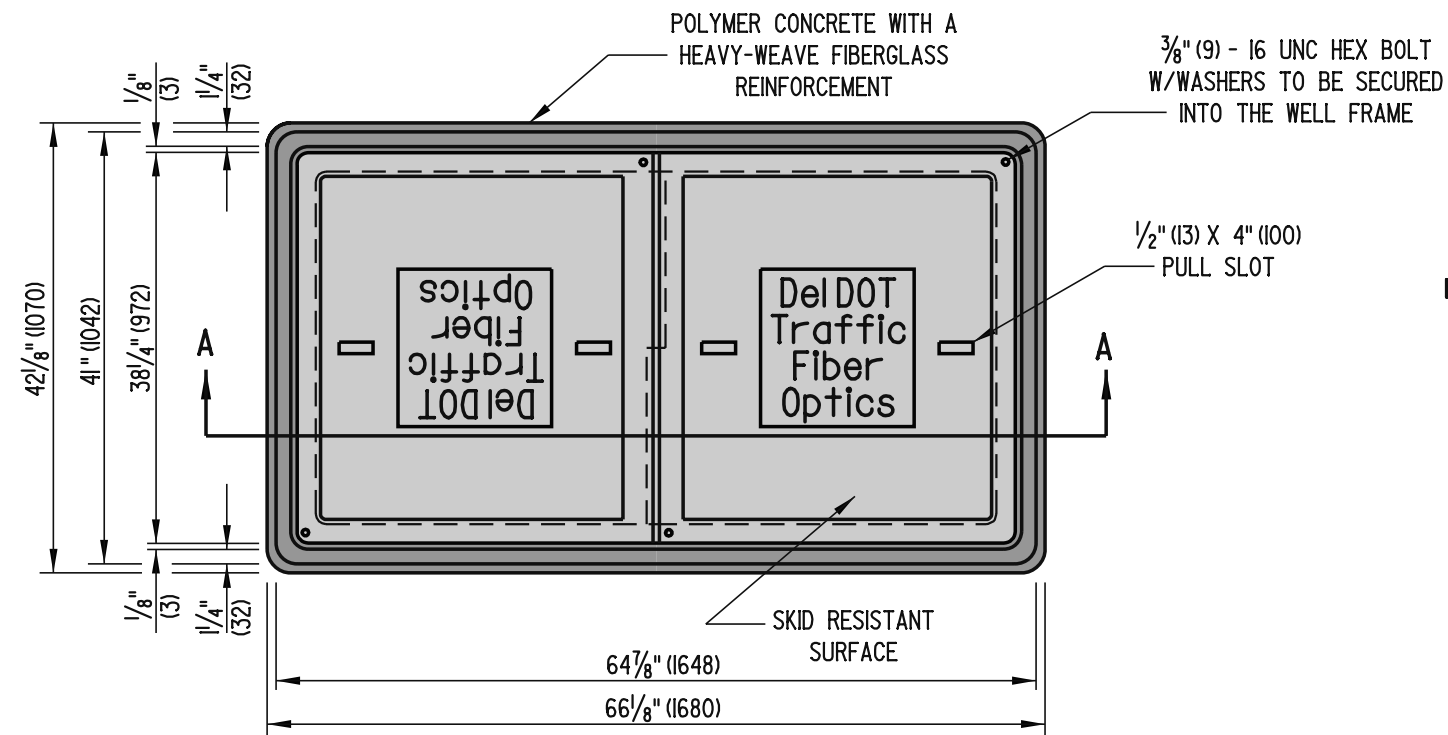
- 1). TYPE 6 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY-DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10" (255) SQUARE.

PLAN VIEW



SECTION A-A

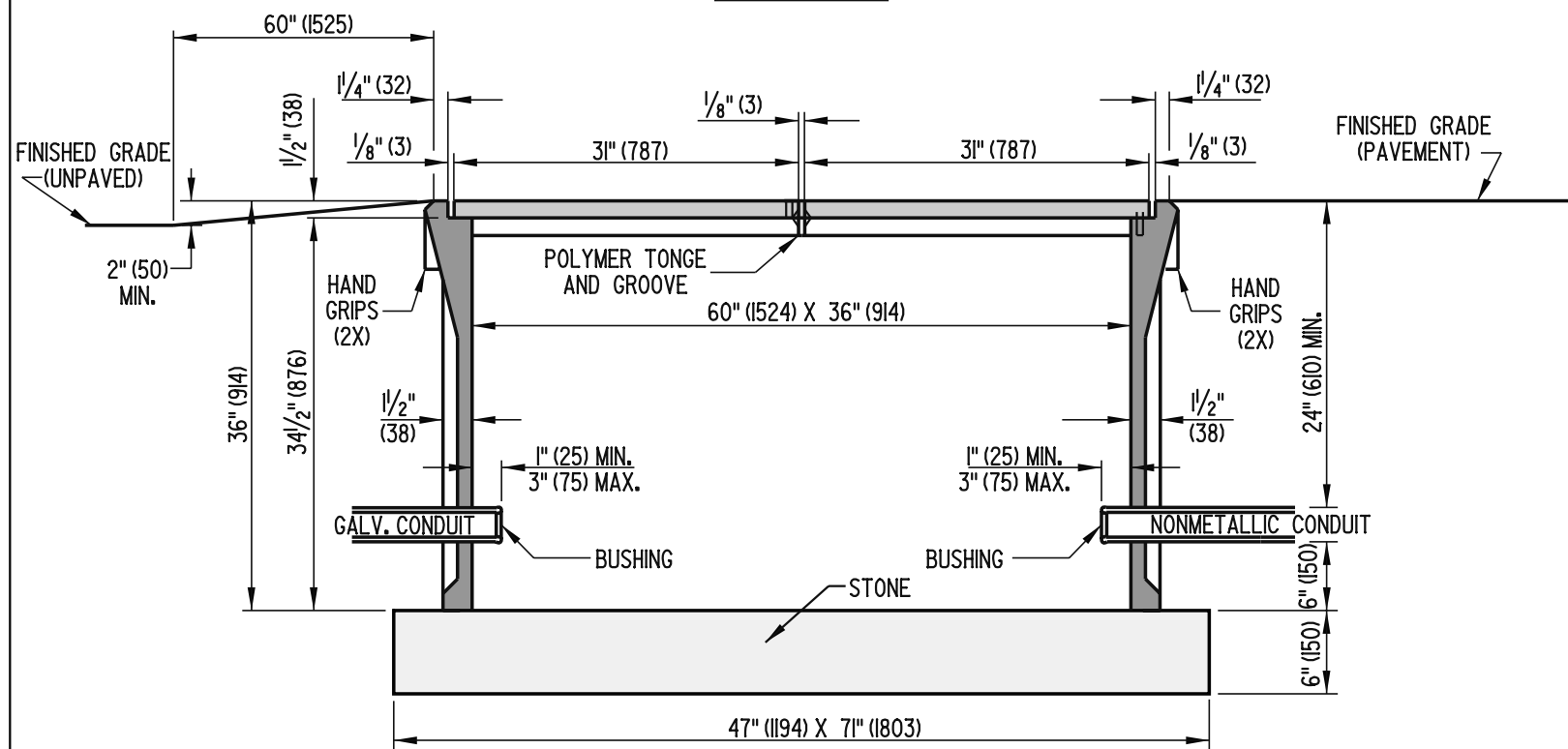
 DELAWARE DEPARTMENT OF TRANSPORTATION	CONDUIT JUNCTION WELL, TYPE 6			APPROVED <i>Carolann Wick</i> 12/5/05 CHIEF ENGINEER DATE
	STANDARD NO. T-13 (2005)	SHT. 1	OF 3	RECOMMENDED <i>James M. O'Brien</i> 11/29/05 DESIGN ENGINEER DATE



**NOTES:**

- 1). TYPE 7 CONDUIT JUNCTION WELL SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10" (255) SQUARE.

**PLAN VIEW**



**SECTION A-A**



DELAWARE  
DEPARTMENT OF TRANSPORTATION

**CONDUIT JUNCTION WELL, TYPE 7**

STANDARD NO. T-13 (2006)

SHT. 2 OF 3

APPROVED

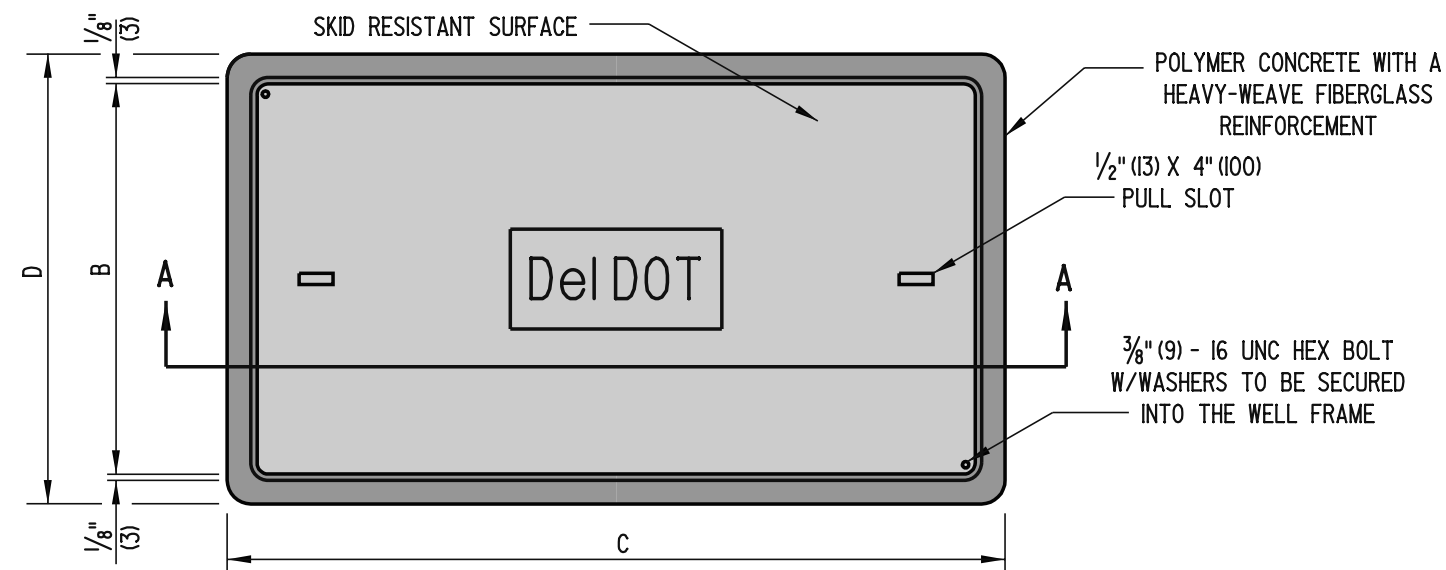
*[Signature]*  
CHIEF ENGINEER

10/10/06  
DATE

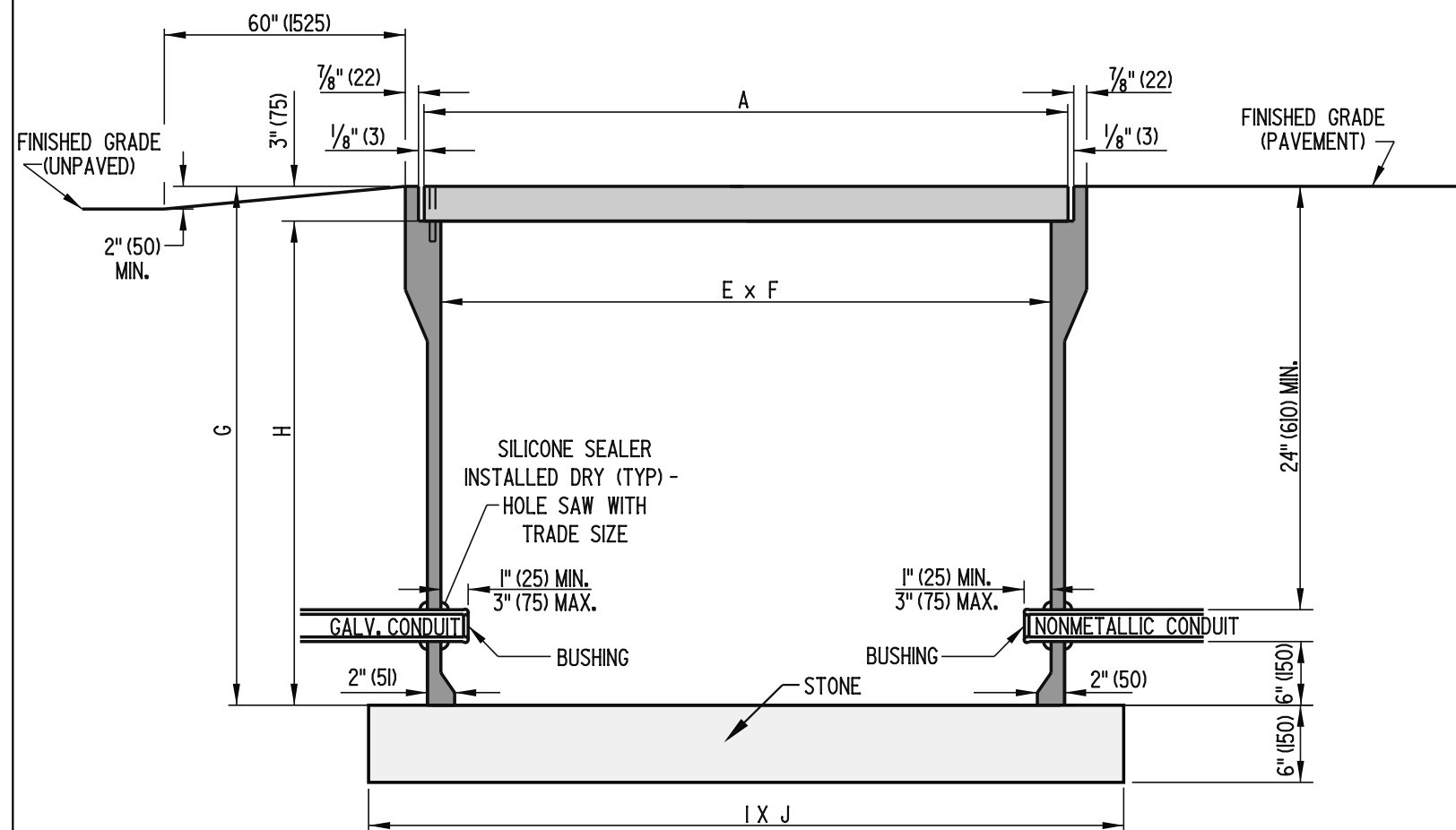
RECOMMENDED

*[Signature]*  
DESIGN ENGINEER

10/13/06  
DATE



**PLAN VIEW**



**SECTION A-A**

**NOTES:**

- 1). TYPES 8 & 10 CONDUIT JUNCTION WELLS SHALL BE PRECAST POLYMER CONCRETE.
- 2). ALL CONDUIT JUNCTION WELLS CONSTRUCTED WITHIN PAVEMENT, SIDEWALKS, ETC. WILL BE CONSTRUCTED FLUSH WITH THE SURFACE OF THE SAME. INSTALLATION IN UNPAVED AREAS WILL BE CONSTRUCTED ABOVE GRADE AND GRADED TO DRAIN AWAY FROM THE CONDUIT JUNCTION WELL.
- 3). POLYMER CONCRETE COVERS SHALL BE THE HEAVY-DUTY TYPE WITH A DESIGN LOAD OF 15,000 LBS (6800 kg) OVER A 10\"/>

DIMENSIONS		TYPE 8	TYPE 10
COVER	A	47 5/8\"/>	35 5/8\"/>
	B	30 1/8\"/>	24\"/>
FRAME	C	49 5/8\"/>	37 5/8\"/>
	D	32 1/8\"/>	26\"/>
	E	45 5/8\"/>	33 7/8\"/>
	F	28 1/8\"/>	22 1/4\"/>
	G	36\"/>	30\"/>
	H	33\"/>	27\"/>
BASE	I	58\"/>	46\"/>
	J	40\"/>	34\"/>



DELAWARE  
DEPARTMENT OF TRANSPORTATION

CONDUIT JUNCTION WELLS, TYPES 8 & 10

STANDARD NO. T-13 (2006)

SHT. 3 OF 3

APPROVED

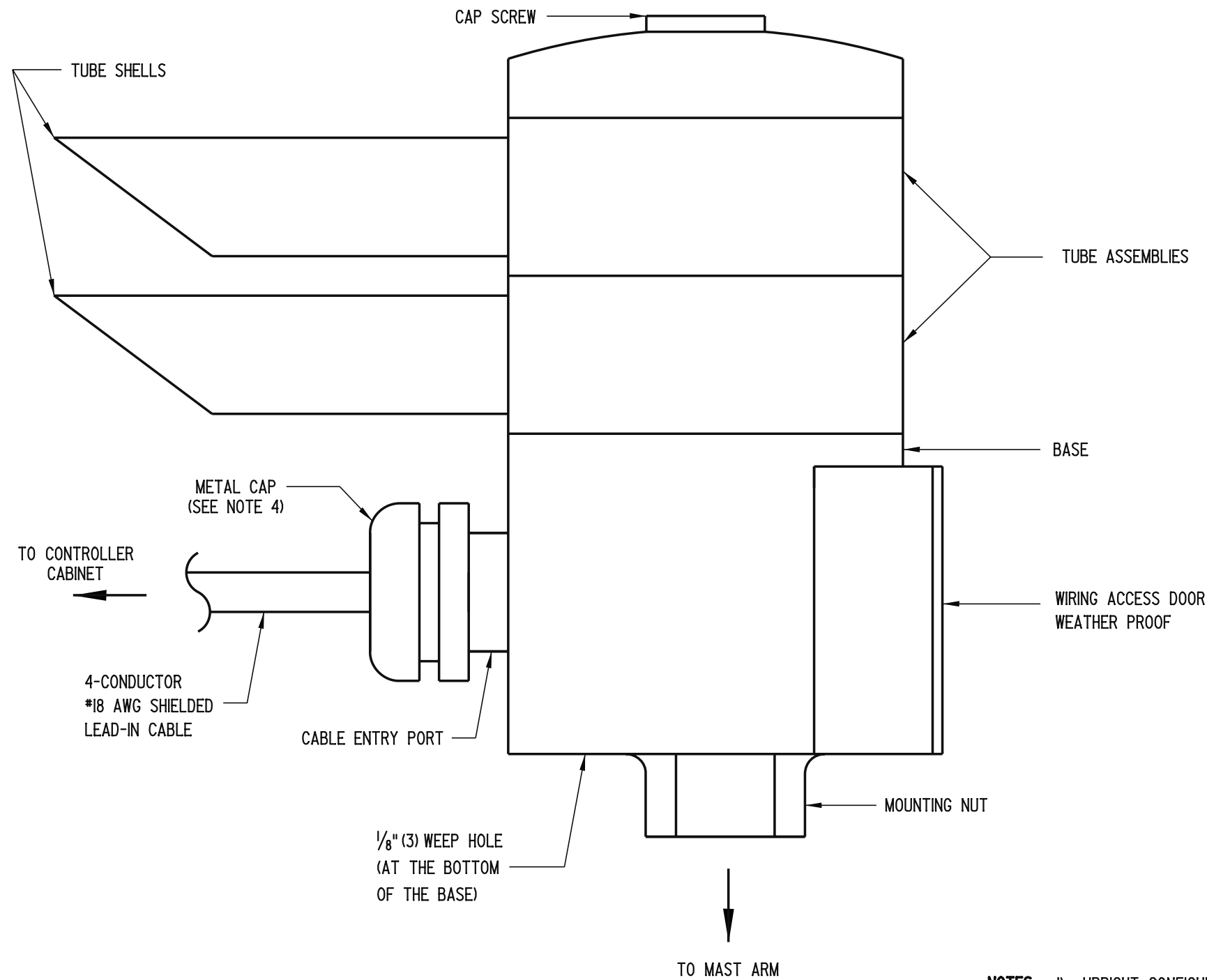
*Frank Taylor*  
CHIEF ENGINEER

10/10/06  
DATE

RECOMMENDED

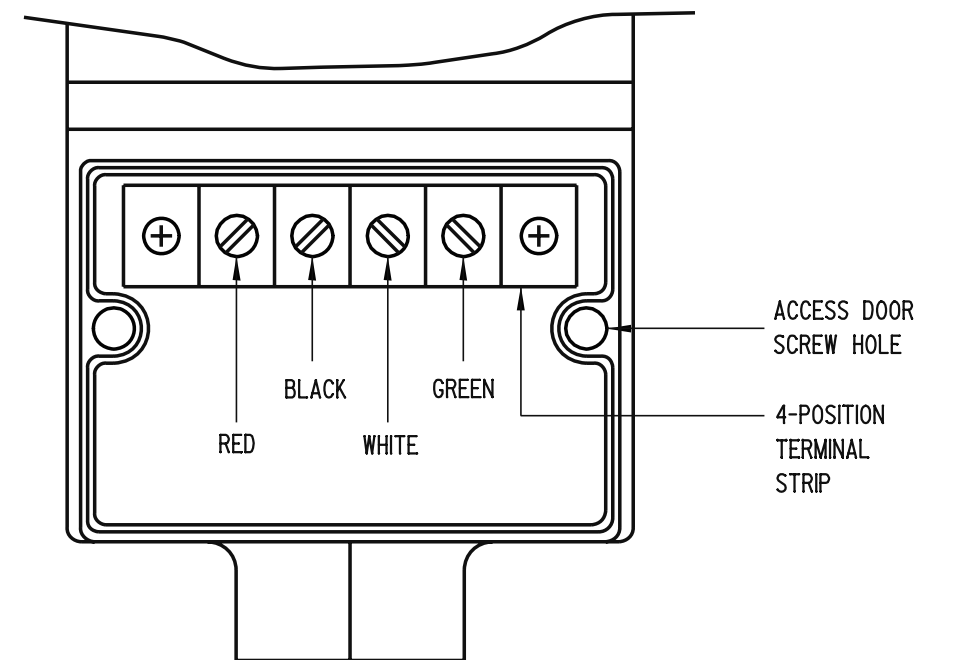
*Dan Smith*  
DESIGN ENGINEER

10/13/06  
DATE



**SIDE VIEW**

**CABLE CONNECTIONS  
TO TERMINAL STRIP**



**FRONT VIEW  
(CABLE IS NOT SHOWN)**

- NOTES:**
- 1). UPRIGHT CONFIGURATION SHALL BE USED FOR MOUNTING ON MAST ARMS, SIGNAL HEAD FRAMEWORKS AND PEDESTALS.
  - 2). UPRIGHT MOUNTING HARDWARE SHALL BE SUPPLIED BY THE DEPARTMENT.
  - 3). TEFLON TAPE SHALL BE APPLIED TO THREADS BEFORE MOUNTING.
  - 4). ROUTE THE LEAD-IN CABLE THROUGH THE METAL CAP AND THE RUBBER PLUG. REPLACE THE METAL CAP, SEALING THE CABLE ENTRY PORT. TIGHTEN THE METAL CAP SO THE CABLE WILL NOT SLIDE THROUGH THE RUBBER PLUG.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

EMERGENCY PREEMPTION RECEIVER, UPRIGHT MOUNT

STANDARD NO. T-14 (2006)

SHT. 1 OF 2

APPROVED

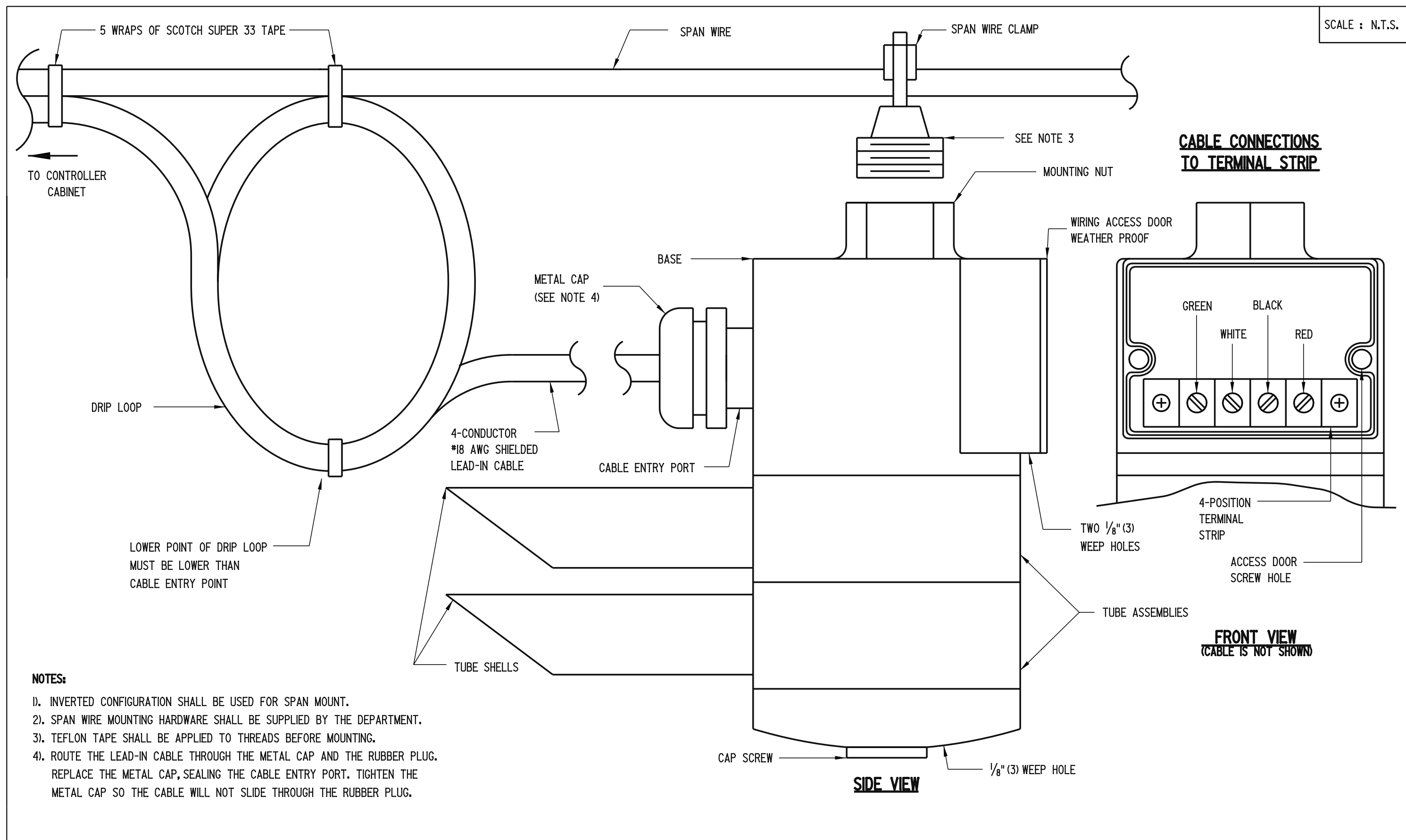
*[Signature]*  
CHIEF ENGINEER


10/10/06  
DATE

RECOMMENDED

*[Signature]*  
DESIGN ENGINEER

10/13/06  
DATE



 <div> DELAWARE DEPARTMENT OF TRANSPORTATION </div>	EMERGENCY PREEMPTION RECEIVER, INVERTED MOUNT			APPROVED <i>Carolann Wick</i> 12/5/05
	STANDARD NO. T-14 (2005)	SHT. 2	OF 2	RECOMMENDED <i>James M. O'Brien</i> 11/29/05